

# Simpson Road Warehouse

TRAFFIC IMPACT  
ANALYSIS REPORT

April 1, 2024

**E | P | D**  
SOLUTIONS, INC

# Simpson Road Warehouse

## Traffic Impact Analysis

City of Hemet

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# 1 EXECUTIVE SUMMARY

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This Traffic Impact Analysis (TIA) has been prepared by EPD Solutions, Inc. (EPD) to analyze the potential traffic related impacts of the proposed development of two high-cube warehouse buildings (Project) in the City of Hemet.

The trip generation for the proposed Project was analyzed in accordance with the *TUMF High-Cube Warehouse Trip Generation Study* (WSP, January 29, 2019). The proposed Project is estimated to generate approximately 2,539 daily trips, 146 AM (112 inbound and 34 outbound) peak hour trips, and 197 PM (55 inbound and 142 outbound) peak hour trips. In terms of passenger car equivalent (PCE), the proposed Project is estimated to generate approximately 3,235 daily PCE trips, 188 AM (140 inbound and 48 outbound) peak hour PCE trips, and 240 PM (71 inbound and 169 outbound) peak hour PCE trips.

The following study area intersections were evaluated during the AM and PM peak hours, which are defined as the hours with the highest traffic volumes during the 7 AM to 9 AM and 4 PM to 6 PM peak commute periods.

1. State Route (SR)-79/SR-74
2. SR-79/Simpson Road
3. SR-79/Domenigoni Parkway
4. Warren Road/Simpson Road
5. Warren Road/Domenigoni Parkway
6. Warren Road/SR-74
7. Warren Road/Stetson Ave
8. Warren Road/Mustang Way
9. Project Driveway-1/Simpson Road
10. Project Driveway-2/Simpson Road
11. Project Driveway-3/Simpson Road
12. Project Driveway-4/Simpson Road
13. Project Driveway-5/Simpson Road
14. Project Driveway-6/Simpson Road

AM and PM peak hour traffic operations were evaluated for the following scenarios:

1. Existing Conditions
2. Project Completion (Existing plus Ambient Growth plus Project) Conditions
3. Cumulative (Existing plus Ambient Growth plus Project plus Cumulative Projects) Conditions



### **Existing Conditions Intersection Analysis Results**

Among the eight existing intersections, intersection #3 (SR-79/Domenigoni Parkway) and intersection #7 (Warren Road/Stetson Avenue) would operate at an unsatisfactory LOS during the AM & PM peak hour.

### **Project Completion Conditions (2025) Intersection Analysis Results**

Among the 14 intersections, two intersections intersection #3 (SR-79/Domenigoni Parkway) and intersection #7 (Warren Road/Stetson Avenue) would operate at an unsatisfactory LOS during the AM & PM peak hour. Intersection #5 (Warren Road/Domenigoni Parkway) would operate at an unsatisfactory LOS during the AM peak hour.

### **Cumulative Conditions (2025) Intersection Analysis Results**

Among the 14 intersections, three intersections – Intersection #3 (SR-79/Domenigoni Parkway), intersection #5 (Warren Road/Domenigoni Parkway) and intersection #7 (Warren Road/Stetson Avenue) would operate at an unsatisfactory LOS during the AM & PM peak hour. intersection #1 (SR-79/SR-74), would operate at an unsatisfactory LOS during the PM peak hour.

### **Recommended Improvements**

The following improvements are recommended for satisfactory intersection operations:

- #1- SR-79/SR-74 (Cumulative Conditions):
  - Restripe the northbound-left to northbound left-thru lane, restripe northbound thru-right lane to exclusive right-turn lane, add right-turn overlap phasing.
- #3- SR-79/Domenigoni Parkway (Project Completion and Cumulative Conditions):
  - Add right-turn overlap to all approaches, add eastbound thru-lane. Restrict U-turn on all approaches. Accommodate an additional WBT receiving lane by expanding the width of WB intersection departure section by 4 feet.
- #5- Warren Road/Domenigoni Parkway (Project Completion and Cumulative Conditions):
  - Restripe the westbound right-turn lane to a shared thru-right lane.
- #7- Warren Road/Stetson Avenue (Project Completion and Cumulative Conditions):
  - Install traffic signal, add northbound, southbound, and eastbound left turn lane.

### **Project Fair Share**

The fair share percentages for recommended intersection improvements are listed below:

- #1- SR-79/SR-74: 7.32%
- #3- SR-79/Domenigoni Parkway: 8.49%
- #5- Warren Road/Domenigoni Parkway: 10.11%
- #7- Warren Road/Stetson Avenue: 23.33%

## 2 INTRODUCTION

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The Project proposes the development of two high-cube warehouse buildings of 883,080 square feet (SF) and 309,338 SF, totaling 1,192,418 SF. The Project site is located on the southwest corner of the intersection of Simpson Road and Warren Road in the City of Hemet. The Project site is identified by Assessor's Parcel Numbers (APN) 465-140-043 and 465-140-042. The scope of work for this TIA was reviewed and approved by the City of Hemet and is provided in Appendix A. The TIA was prepared according to the approved scope of work using methodologies and significance criteria consistent with the *Riverside County Transportation Analysis Guidelines for Level of Service (LOS) Vehicle Miles Traveled (VMT)* (December 2020) and the *City of Hemet General Plan 2030* (January 24, 2012).

### 2.1 Project Description

The proposed Project would develop the 74.88-acre site with two new speculative industrial buildings totaling approximately 1,192,418 SF, a trailer parking lot, and related improvements. The westernmost portion of the Project site is 45.28 acres, located southwest of the intersection of Warren Road and Simpson Road Avenue, and is proposed to be developed with an 883,080-SF speculative high-cube warehouse building (Building 1). Building 1 would include 838,926 SF of warehouse space and 44,154 SF of office space, as well as 144 dock-high doors and four grade-level doors. Building 1 would result in a floor area ratio (FAR) of 0.48 and would have a maximum height of 52 feet. Building 1 would include 950 auto parking stalls, located to the north and south of the building, and 204 trailer parking stalls, which would be located to the east and west sides of the building. Building 1 would be accessible via Simpson Road from three new driveways, two proposed to be 40 feet wide and one proposed to be 26 feet wide.

The smaller building (Building 2) is proposed on an 18.73-acre portion of the Project site, also at the southwest corner of the intersection of Warren Road and Simpson Road Avenue. Building 2 is proposed to be developed with a 309,338-SF speculative high-cube warehouse building, consisting of 293,871 SF of warehouse space and 15,467 SF of office space, as well as 50 dock doors and two grade-level doors. Building 2 would result in a FAR of 0.42 and would have a maximum height of 52 feet. Building 2 would include 356 auto parking stalls, located to the north, east, and south of the building, and 55 trailer parking stalls, located to the east of the building. Building 2 would be accessible via Simpson Road from one 26-foot and one 40-foot-wide driveway.

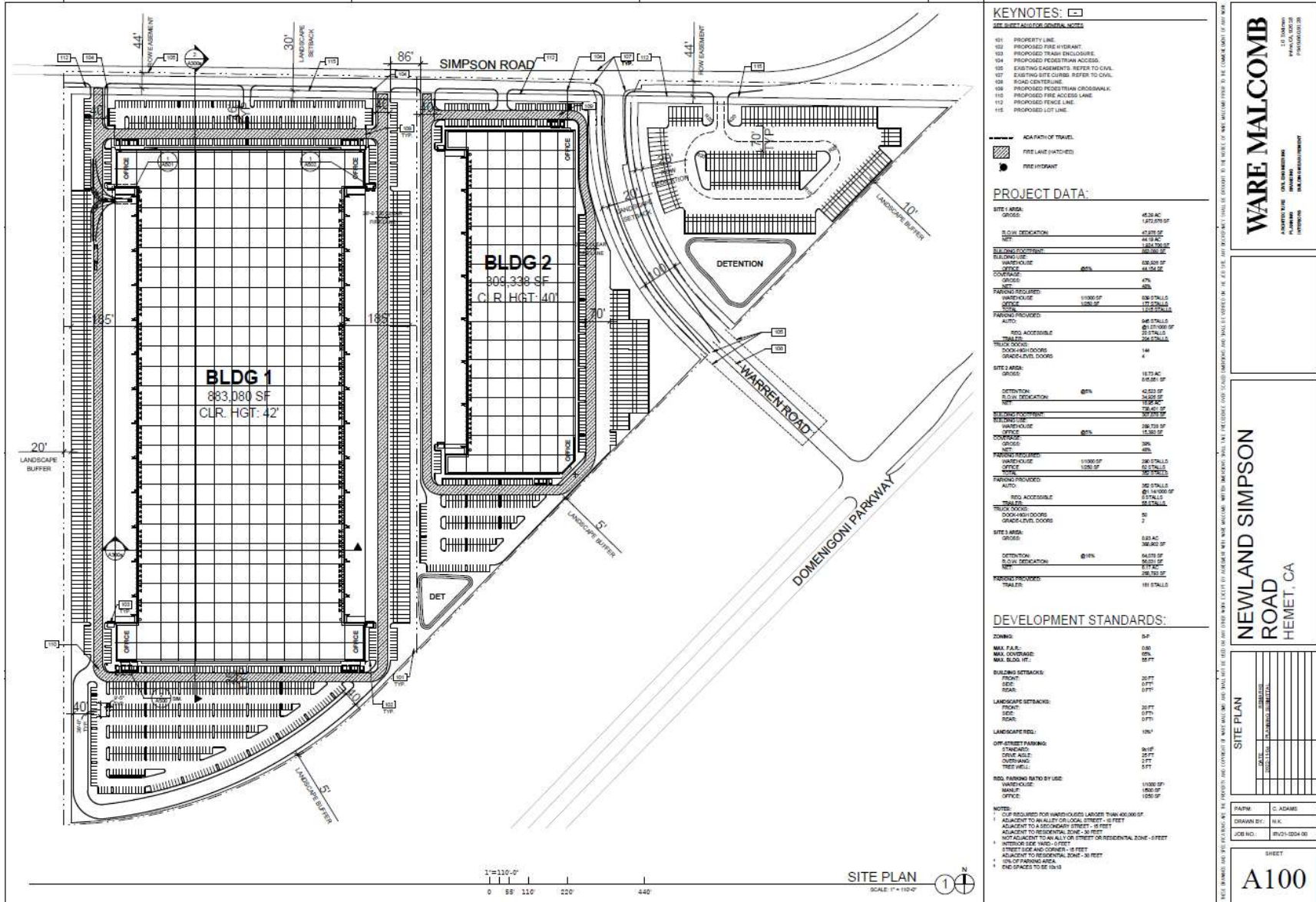
The 8.93-acre easternmost portion of the Project site, located at the southeast corner of the intersection of Warren Road and Simpson Road, is proposed to be developed with an ancillary trailer parking lot and a 45,058-SF detention basin. The proposed trailer parking lot includes 160 trailer parking stalls with 70-foot-wide drive aisles. Access would be via Simpson Road from a new 40-foot-wide driveway.

The location of the Project is shown in Figure 2.1, *Project Location*, and the proposed Project site plan is shown in Figure 2.2, *Project Site Plan*.

Figure 2.1: Project Location



Figure 2.2: Project Site Plan





## 2.2 Study Area and Analysis Scenarios

The County's Guidelines require that the traffic and circulation impact of proposed development projects be analyzed. The study area was selected to include those intersections to which the Project would add 50 or more peak hour trips. This TIA includes the analysis of signalized intersections, all-way stop controlled (AWSC) intersections, and two-way stop controlled (TWSC) intersections. The following intersections were included in the analysis:

1. SR-79/SR-74 (Existing-Signal)
2. SR-79/Simpson Road (Existing-Signal)
3. SR-79/Domenigoni Parkway (Existing-Signal)
4. Warren Road/Simpson Road (Existing-AWSC)
5. Warren Road /Domenigoni Parkway (Existing-Signal)
6. Warren Road /SR-74 (Existing-Signal)
7. Warren Road /Stetson Ave (Existing-AWSC)
8. Warren Road /Mustang Way (Existing-Signal)
9. Project Driveway-1/Simpson Road (Proposed-TWSC)
10. Project Driveway-2/Simpson Road (Proposed-TWSC)
11. Project Driveway-3/Simpson Road (Proposed-TWSC)
12. Project Driveway-4/Simpson Road (Proposed-TWSC)
13. Project Driveway-5/Simpson Road (Proposed-TWSC)
14. Project Driveway-6/Simpson Road (Proposed-TWSC)

The locations of the study area intersections are shown on Figure 2.3. Study area intersections were evaluated during the AM and PM peak hours, which are defined as the hour with the highest traffic volumes during the 7 AM to 9 AM and 4 PM to 6 PM peak commute periods. AM and PM peak hour traffic operations were evaluated for the following scenarios:

1. Existing Conditions
2. Project Completion (Existing plus Ambient Growth plus Project) Conditions
3. Cumulative (Existing plus Ambient Growth plus Project plus Cumulative Projects) Conditions

EPD collected counts for the study intersections on Wednesday, April 19<sup>th</sup>, 2023. In accordance with the County of Riverside Transportation Analysis Guidelines, forecast traffic volumes for the Project Completion (2025) conditions were developed by adding the Project trips to Existing Conditions and adding an ambient growth rate of two percent per year to existing traffic volumes. Cumulative (2025) traffic volumes were developed by adding the Project trips to Existing Conditions, adding an ambient growth rate of two percent per year to existing traffic volumes, and adding traffic generated by other approved and pending development projects. All traffic count data are provided in Appendix B.

Figure 2.3: Project Study Area



## 2.3 Methodology

Intersection operations are evaluated using level of service (LOS), which is a measure of the delay experienced by drivers on a roadway facility. LOS A indicates free-flow traffic conditions and is generally the best operating conditions. LOS F indicates extremely congested conditions and the worst operating conditions from the driver's perspective. In this report, LOS at signalized and unsignalized intersections is calculated using the *Highway Capacity Manual (HCM), 7th Edition* methodology.

LOS at signalized intersections is defined in terms of the weighted average control delay for the intersection as a whole. Control delay is a measure of the increase in travel time that is experienced due to traffic signal control and is expressed in terms of average control delay per vehicle (in seconds). Control delay is determined based on the intersection geometry and volume, signal cycle length, phasing, and coordination along the arterial corridor. Table 2.1 shows the relationship between control delay and LOS.

**Table 2.1: Relationship Between Control Delay and LOS at Signalized Intersections**

LOS	Delay (Seconds per Vehicle)
A	≤ 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	>80

Unsignalized intersections are categorized as either all-way stop control (AWSC) or two-way stop control (TWSC). LOS at AWSC intersections is determined by the weighted average control delay of the overall intersection. The HCM TWSC intersection methodology calculates LOS based on the delay experienced by drivers on the minor (stop-controlled) approaches to the intersection. For TWSC intersections, LOS is determined for each minor-street movement, as well as the major-street left-turns. The relationship between delay and LOS at unsignalized intersections is shown in Table 2.2.

**Table 2.2: Relationship Between Delay and LOS at Unsignalized Intersections**

LOS	Delay (seconds)
A	0-10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

## 2.4 Significance Criteria

### City of Hemet

Chapter 4.4, *Roadway Circulation*, of the *City of Hemet General Plan 2030* identifies LOS D as the lowest acceptable LOS for peak-hour intersection movements and LOS C as the lowest acceptable LOS for roadway segment operation. Therefore, any intersection operating at LOS E or F and any roadway segment operating at LOS D or below would be considered deficient.

### County of Riverside

Chapter 4 of the *County of Riverside General Plan Circulation Element* sets an LOS standard of C for all County intersections, with exceptions for intersections within designated Area Plans such as the Harvest Valley/Winchester Area Plan, where the standard is D. Hence, any intersection operating at LOS E or F is deemed deficient within these Area Plans. In this context, intersection #1 (SR-79/Simpson Road) and intersection #2 (SR-79/Domenigoni Parkway), located within the Harvest Valley/Winchester area, have been evaluated against the LOS D standard in this analysis.

### California Department of Transportation (Caltrans)

The *Caltrans Guide for the Preparation of Traffic Impact Studies* (December 2002) required that State highway facilities be analyzed when project traffic is added to the facility. These guidelines were superseded by the *Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide* in May 2020. As noted in the updated guidelines, Caltrans now focuses on vehicle miles traveled (VMT) as a metric for transportation analysis, and states that, “With this guidance, the Department will transition away from requesting LOS or other vehicle operations analyses of land use projects.”



# 3 EXISTING CONDITIONS

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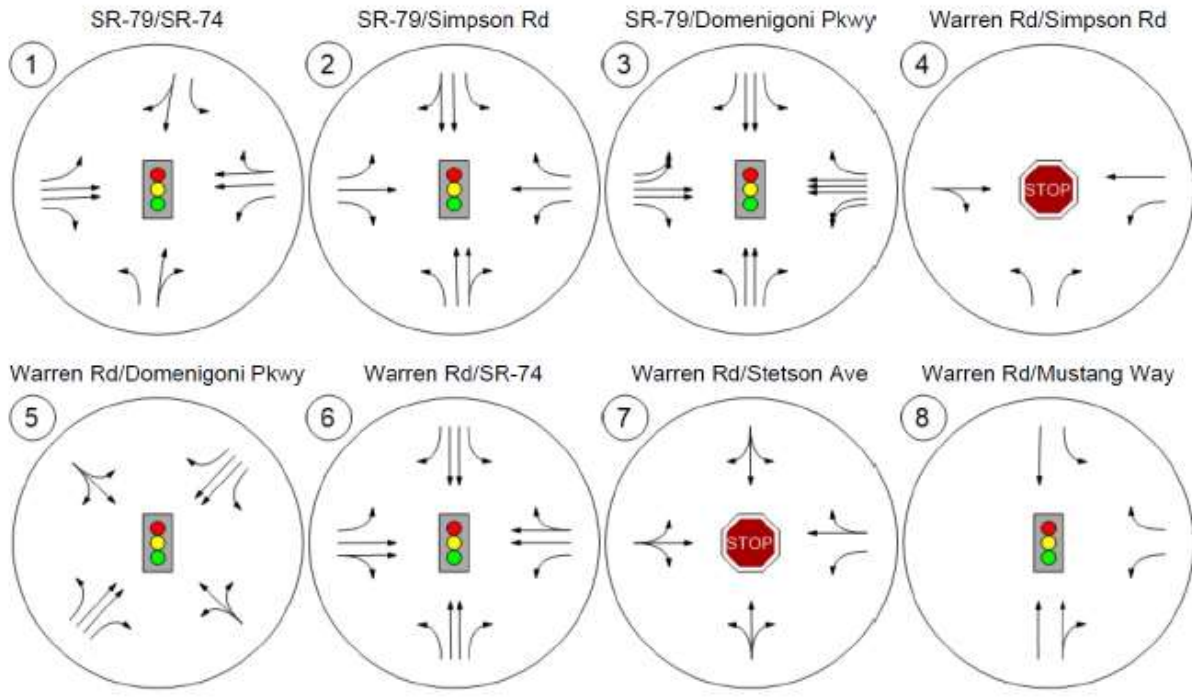
## 3.1 Existing Transportation System and Access

Regional access to the Project site is provided by SR-74 and SR-79. Local access to the site is provided via Simpson Road, Domenigoni Parkway, Warren Road, Stetson Avenue, and Mustang Way. The characteristics of each roadway are discussed below:

- Regional access is provided to the Project site via SR-74, which connects to I-215 and SR-79. SR-79 connects to I-15 and I-10, providing connections to San Bernardino County, Los Angeles County, and San Diego County.
- Simpson Road, Warren Road, and Mustang Way are classified as secondary roads according to *City of Hemet General Plan 2030*. In the immediate vicinity of the study area, Simpson Road comprises two lanes between SR-79 and Warren Road. Warren Road is currently built as two lanes between SR-74 and Domenigoni Parkway. Mustang Way, on the other hand, is built out to four lanes between Warren Road and Sanderson Avenue. As part of the Project, Simpson Road and Warren Road will be constructed as four-lane secondary roadways along the Project frontage, in line with the City’s standards and the *Roadway Circulation Master Plan*. No bike lanes are proposed on Simpson Road as a part of the *Roadway Circulation Master Plan*. Even though Warren Road is designated as a Class II bike lane, no such lanes are currently observed near the study area. However, Mustang Way includes Class 2 bike lane per the *Roadway Circulation Master Plan*. No sidewalks are observed on either side of Simpson Road, but sidewalks are provided on the eastern side of Warren Road between SR-79 and Whittier Avenue and on both sides of Mustang Way between Warren Road and Sanderson Avenue. The posted speed limits near the Project site are 50 miles per hour (mph) on Simpson Road, 55 mph on Warren Road and 35 mph on Mustang Way.
- Domenigoni Parkway is designated as an arterial road according to *City of Hemet General Plan 2030*. In the vicinity of the study area, Domenigoni Parkway features four lanes between SR-74 and Warren Road. Domenigoni Parkway is not designated to include bike lanes. There are no sidewalks on Domenigoni Parkway. The posted speed limit is 65 mph on Domenigoni Parkway.
- Stetson Avenue is classified as a collector 2U according to the *City of Hemet General Plan 2030*. In the vicinity of the study area, Stetson Avenue has been constructed as a two-lane road. No bike lanes are observed near the study area and sidewalks are not present between Warren Road and Cawston Avenue. The posted speed limit on Stetson Avenue is 30 mph.

The existing traffic control and intersection geometrics at study area intersections are shown in Figure 3.1.

Figure 3.1: Existing Lane Geometries and Traffic Control



### 3.2 Existing Traffic Volumes and Intersection Operations

The traffic counts for existing conditions analysis were collected on April 19, 2023. All traffic count sheets are provided in Appendix B.

The existing counts were adjusted using passenger car equivalent (PCE) factors from the *Riverside County Transportation Analysis Guidelines* (December 2020). PCE factors provide an adjustment for the increased roadway capacity utilized by truck trips due to their heavier weight, larger size, and reduced maneuverability.

Existing AM and PM peak hour traffic volumes in PCE at the study area intersections are shown in Figure 3.2 and Figure 3.3, respectively. LOS at the study area intersections was determined using the HCM methodology, as described previously in Section 2.3. The existing LOS in the study area are shown in Table 3.1. All LOS calculations are provided in Appendix C.

As shown in Table 3.1, among the eight existing intersections, intersection #3 (SR-79/Domenigoni Parkway) and intersection #7 (Warren Road/Stetson Avenue) operate at an unsatisfactory LOS during the AM & PM peak hour under Existing Conditions.

**Table 3.1: Existing AM and PM Peak Hour Level of Service**

Intersection	Jurisdiction	Control Type	AM Peak		PM Peak	
			Delay	LOS	Delay	LOS
1. SR-79/SR-74	Caltrans	Signal	32.6	C	41.6	D
2. SR-79/Simpson Rd	Caltrans	Signal	25.9	C	19.9	B
3. SR-79/Domenigoni Pkwy	Caltrans	Signal	82.8	F	110.2	F
4. Warren Rd/Simpson Rd	Hemet	AWSC	18.3	C	19.7	C
5. Warren Rd/Domenigoni Pkwy	Hemet	Signal	50.5	D	32.5	C
6. Warren Rd/SR-74	Caltrans	Signal	33.9	C	35.3	D
7. Warren Rd/Stetson Ave	Hemet	AWSC	63.3	F	80.2	F
8. Warren Rd/Mustang Way	Hemet	Signal	9.5	A	7.2	A

AWSC = All Way Stop Control  
 Delay Reported in Seconds per Vehicle  
 LOS = Level of Service  
 Unsatisfactory Level of Service

Please note that Intersection #7 (Warren Road/Stetson Avenue) meets signal warrant during the AM & PM peak hour under Existing Conditions. The signal warrant analysis is provided in Appendix D.

Figure 3.2: Existing AM Peak Hour Traffic Volumes in PCE

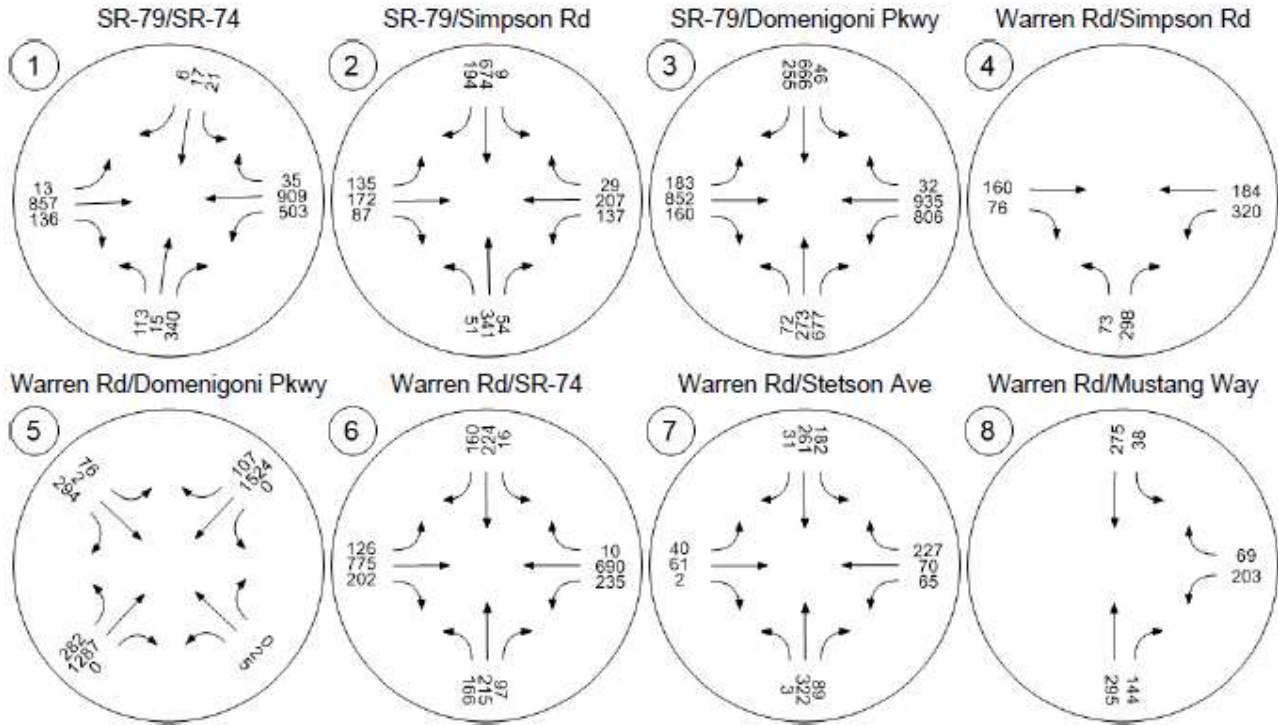
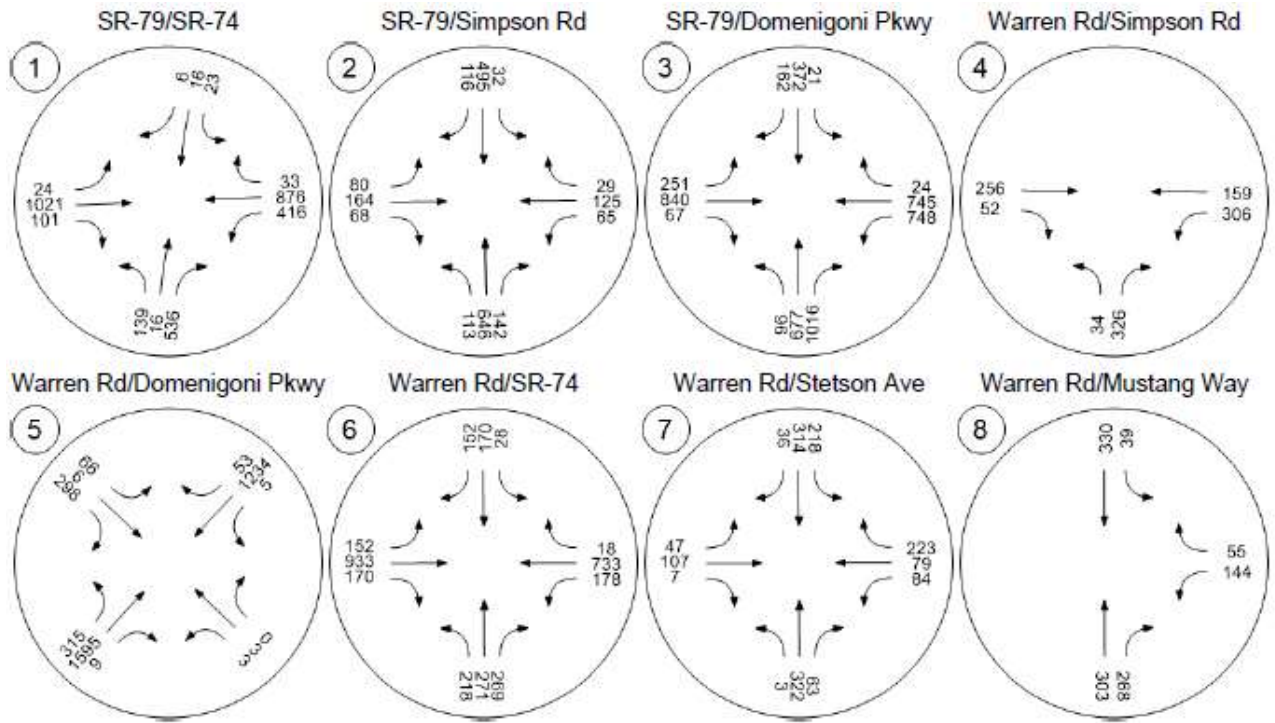




Figure 3.3: Existing PM Peak Hour Traffic Volumes in PCE



## 4 PROPOSED PROJECT

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### 4.1 Project Trip Generation

Vehicle trips were generated for the proposed development in accordance with the *TUMF High-Cube Warehouse Trip Generation Study* (WSP, January 29, 2019). The Project trip generation is shown in Table 4.1. The proposed Project is estimated to generate approximately 2,539 daily trips, 146 AM (112 inbound and 34 outbound) peak hour trips, and 197 PM (55 inbound and 142 outbound) peak hour trips. The project trip generation was adjusted using passenger car equivalent (PCE) factors from the *Riverside County Transportation Analysis Guidelines* (December 2020). PCE factors provide an adjustment for the increased roadway capacity utilized by truck trips due to their heavier weight, larger size and reduced maneuverability. In terms of passenger car equivalent (PCE), the proposed Project is estimated to generate approximately 3,235 daily PCE trips, 188 AM (140 inbound and 48 outbound) peak hour PCE trips, and 240 PM (71 inbound and 169 outbound) peak hour PCE trips.

### 4.2 Project Trips

Project trips were distributed to the study area intersections based on the location of the Project and logical routes of travel to and from the site. Project trips were assigned to the study area intersections by multiplying the Project trip generation by the trip distribution percent at each location. Note that the trips to the truck-trailer lot on the eastern part of the project assumes 15 percent project trucks trips accessing the lot from Building 1 and Building 2 in the peak hours and is reflected such in the project trip assignment. The Project Completion traffic control and intersection geometrics at study area intersections are shown in Figure 4.1. The passenger trip distribution for the proposed Project is shown in Figure 4.2. The truck trip distribution for the proposed Project is shown in Figure 4.3, and the Project AM and PM peak hour trip assignments are shown in Figure 4.4 and Figure 4.5, respectively.

Table 4.1: Project Trip Generation

Land Use	Units	Daily	In	Out	Total	In	Out	Total		
<b>Trip Rates</b>										
High-Cube Transload and Short-Term Storage Warehouse <sup>1</sup>	TSF	2.129	0.094	0.028	0.122	0.046	0.119	0.165		
<b>Project Trip Generation Building 1</b>										
Industrial Building 1 <sup>1</sup>	883.080	TSF	1,880	83	25	108	41	105	146	
<b>Vehicle Mix<sup>1</sup></b>			<b>% Daily</b>	<b>% AM</b>	<b>% PM</b>					
Passenger Vehicles	82.20%	84.40%	87.30%	1,546	71	20	91	36	92	128
2- Axle Trucks	3.80%	1.10%	1.10%	71	1	0	1	0	1	1
3-Axle Trucks	2.50%	2.20%	2.20%	47	2	1	3	1	2	3
4-Axle Trucks	1.30%	3.30%	3.30%	24	3	1	4	1	4	5
5+-Axle Trucks	10.20%	9.00%	6.10%	192	6	3	9	3	6	9
	100.00%	100.00%	100.00%	1,880	83	25	108	41	105	146
<b>PCE Trip Generation<sup>2</sup></b>			<b>PCE Factor</b>							
Passenger Vehicles		1.0	1,546	71	20	91	36	92	128	
2-Axle truck		1.5	107	1	1	2	1	1	2	
3-Axle truck		2.0	94	5	1	6	2	4	6	
4+-Axle Trucks		3.0	649	26	12	38	13	29	42	
Industrial Building 1 Total PCE Trip Generation			2,396	103	34	137	52	126	178	
<b>Project Trip Generation Building 2</b>										
Industrial Building 2 <sup>1</sup>	309.338	TSF	659	29	9	38	14	37	51	
<b>Vehicle Mix<sup>1</sup></b>			<b>% Daily</b>	<b>% AM</b>	<b>% PM</b>					
Passenger Vehicles	82.20%	84.40%	87.30%	541	24	8	32	12	32	44
2- Axle Trucks	3.80%	1.10%	1.10%	25	0	0	0	0	1	1
3-Axle Trucks	2.50%	2.20%	2.20%	16	1	0	1	0	1	1
4-Axle Trucks	1.30%	3.30%	3.30%	9	1	0	1	1	1	2
5+-Axle Trucks	10.20%	9.00%	6.10%	67	3	1	4	1	2	3
	100.00%	100.00%	100.00%	659	29	9	38	14	37	51
<b>PCE Trip Generation<sup>2</sup></b>			<b>PCE Factor</b>							
Passenger Vehicles		1.0	541	24	8	32	12	32	44	
2-Axle truck		1.5	38	0	1	1	0	1	1	
3-Axle truck		2.0	33	1	1	2	1	1	2	
4+-Axle Trucks		3.0	227	12	4	16	6	9	15	
Industrial Building 2 Total PCE Trip Generation			839	37	14	51	19	43	62	
<b>Project Total Passenger Trip Generation</b>			<b>2,087</b>	<b>95</b>	<b>28</b>	<b>123</b>	<b>48</b>	<b>124</b>	<b>172</b>	
<b>Project Total Trip Generation</b>			<b>2,539</b>	<b>112</b>	<b>34</b>	<b>146</b>	<b>55</b>	<b>142</b>	<b>197</b>	
<b>Project Total PCE Trip Generation</b>			<b>3,235</b>	<b>140</b>	<b>48</b>	<b>188</b>	<b>71</b>	<b>169</b>	<b>240</b>	

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

<sup>1</sup> Trip rates and truck percentages from the TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

<sup>2</sup> Passenger Car Equivalent (PCE) factors from the Reiverside County Transportation Analysis Guidelines, December 2020.

Figure 4.1: Project Completion Lane Geometries and Traffic Control

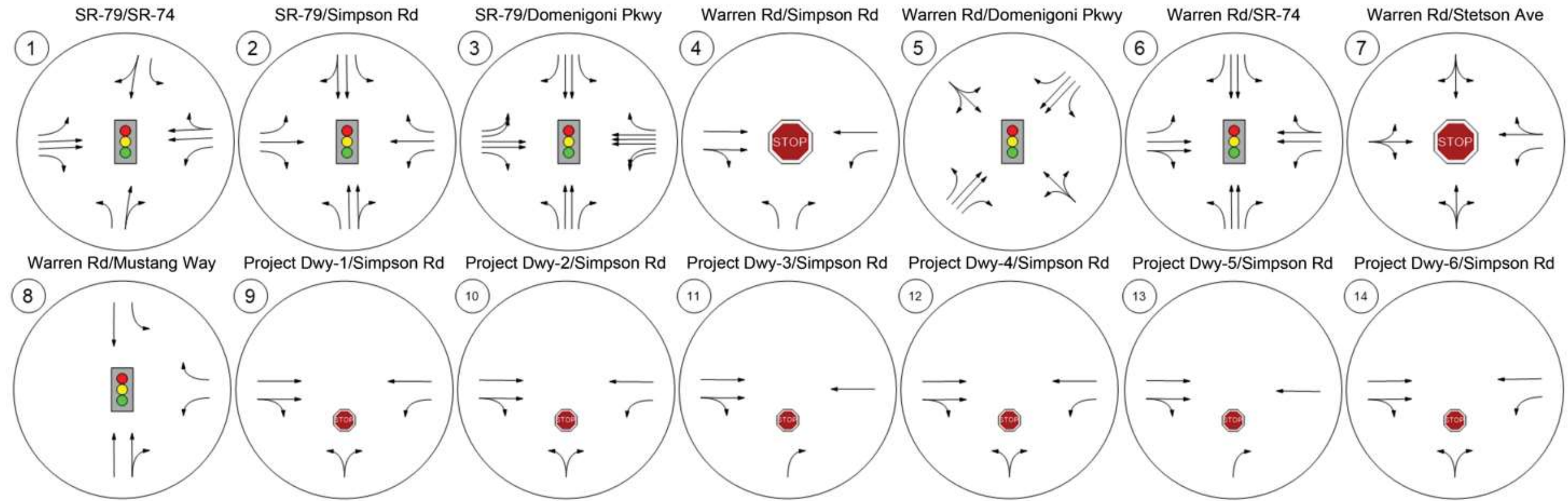








Figure 4.3: Proposed Project Truck Trip Distribution

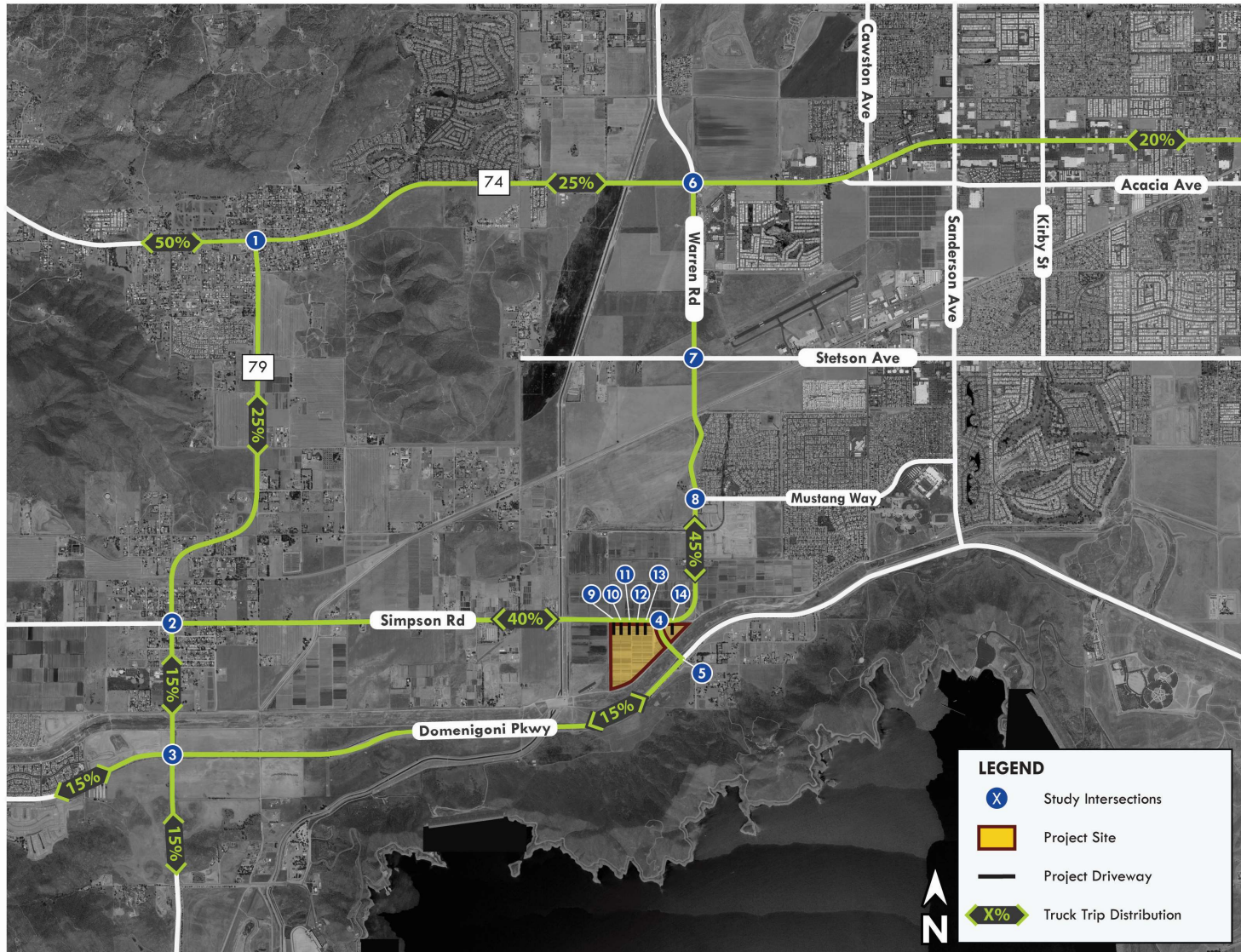




Figure 4.4: Project AM Peak Hour Trip Assignment

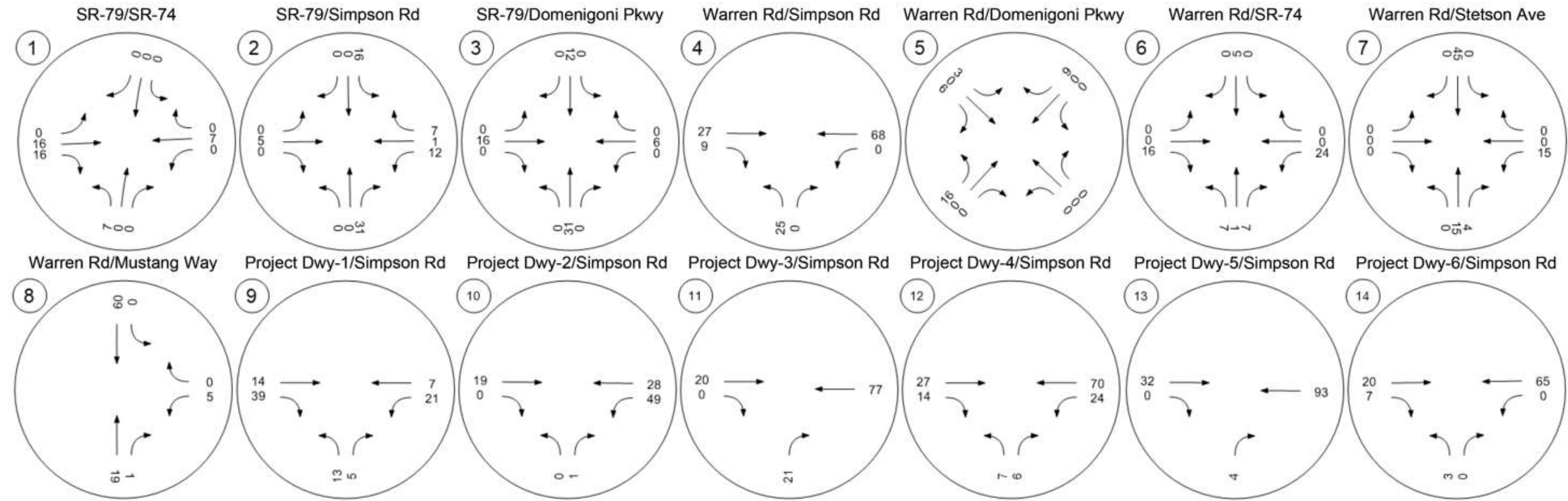
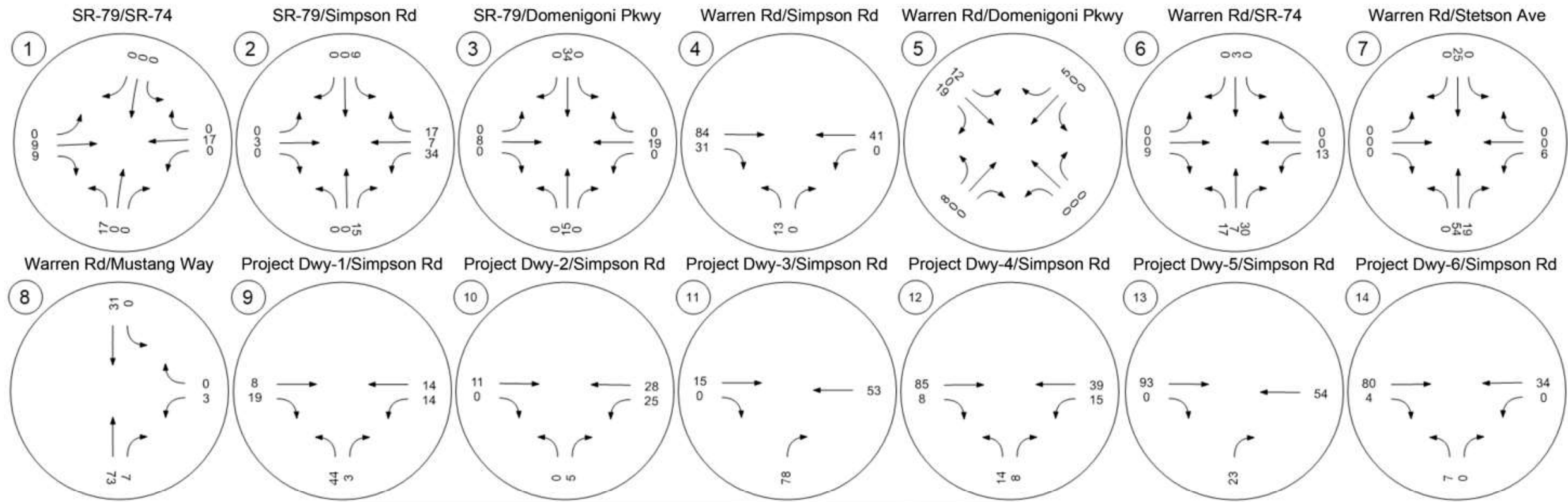


Figure 4.5: Project PM Peak Hour Trip Assignment





# 5 PROJECT IMPACTS

## 5.1 Project Completion (2025) Conditions

Project Completion (2025) Conditions volumes were developed by adding the Project trips to Existing Conditions and adding an ambient growth rate of two percent per year to existing traffic volumes. The AM peak hour and PM peak hour traffic volumes for this scenario are shown in Figure 5.1 and Figure 5.2, respectively. Table 5.1 shows the Project Completion AM and PM peak hour LOS at study intersections. All LOS calculations are provided in Appendix C.

As shown in Table 5.1, among the 14 intersections, intersection #3 (SR-79/Domenigoni Parkway) and intersection #7 (Warren Road/Stetson Avenue) would operate at an unsatisfactory LOS during the AM and PM peak hours under Project Completion Conditions. Intersection #5 (Warren Road/Domenigoni Parkway) would operate an unsatisfactory LOS during the AM peak hour. Detailed recommendations for improvements will be discussed in Section 6.1.

Table 5.1: Project Completion AM and PM Peak Hour Level of Service

Intersection	Jurisdiction	Control Type	Project Completion Conditions			
			AM Peak		PM Peak	
			Delay	LOS	Delay	LOS
1. SR-79/SR-74	Caltrans	Signal	36.3	D	50.8	D
2. SR-79/Simpson Rd	Caltrans/City of Hemet	Signal	27.0	C	21.7	C
3. SR-79/Domenigoni Pkwy	Caltrans/City of Hemet	Signal	93.5	F	122.2	F
4. Warren Rd/Simpson Rd	City of Hemet	AWSC	20.5	C	21.4	C
5. Warren Rd/Domenigoni Pkwy	City of Hemet	Signal	67.2	E	44.8	D
6. Warren Rd/SR-74	Caltrans/City of Hemet	Signal	37.7	D	38.9	D
7. Warren Rd/Stetson Ave	City of Hemet	AWSC	105.1	F	121.2	F
8. Warren Rd/Mustang Way	City of Hemet	Signal	11.6	B	9.6	A
9. Project Dwy-1/Simpson Rd	City of Hemet	TWSC	12.3	B	12.9	B
10. Project Dwy-2/Simpson Rd	City of Hemet	TWSC	9.1	A	9.3	A
11. Project Dwy-3/Simpson Rd	City of Hemet	TWSC	9.2	A	9.7	A
12. Project Dwy-4/Simpson Rd	City of Hemet	TWSC	12.7	B	13.6	B
13. Project Dwy-5/Simpson Rd	City of Hemet	TWSC	9.1	A	9.7	A
14. Project Dwy-6/Simpson Rd	City of Hemet	TWSC	16.7	C	20.1	C

AWSC = All Way Stop Control

TWSC = Two Way Stop Control

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

Figure 5.1: Project Completion AM Peak Hour Volumes

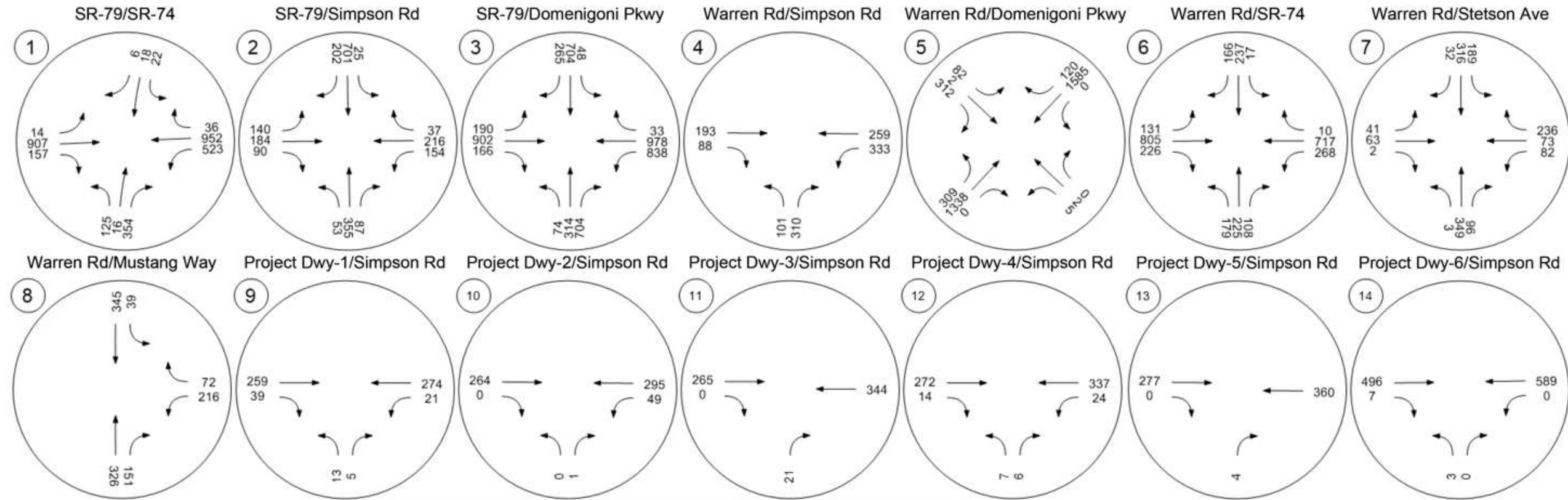
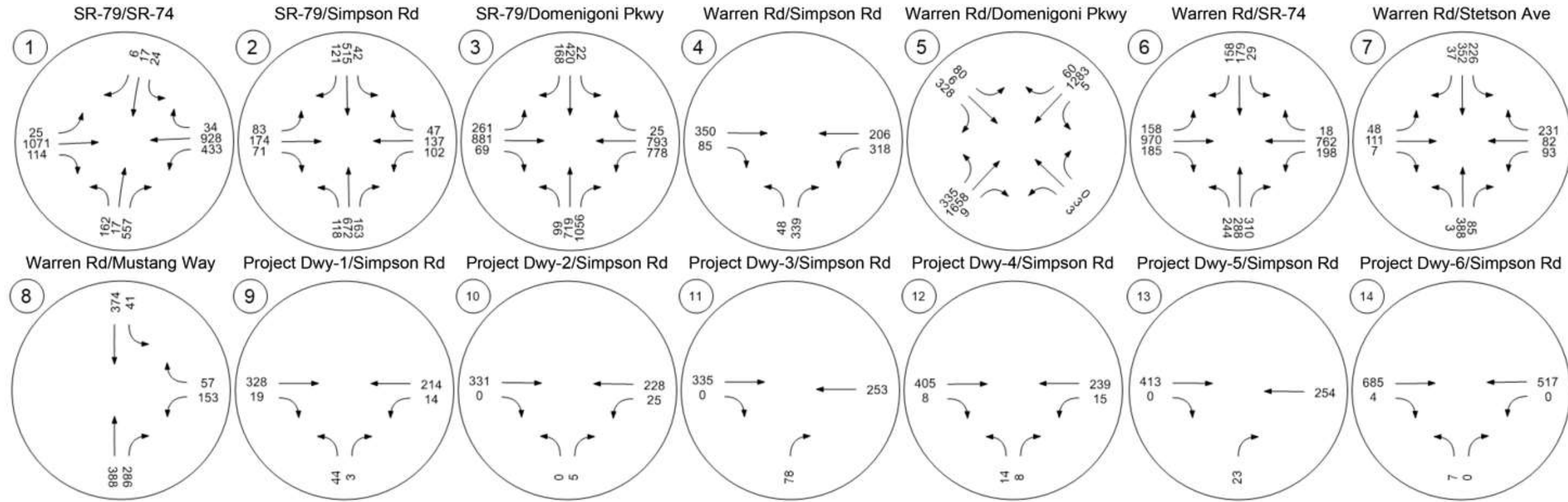




Figure 5.2: Project Completion PM Peak Hour Volumes



## 5.2 Cumulative (2025) Conditions

### 5.2.1 Cumulative Projects

The approved and pending development projects utilized in this scenario were gathered from the *Cumulative Development Project Spreadsheet* provided to EPD by the City of Hemet. A total of 23 cumulative development projects are included in this scenario, comprising 15 residential and 8 industrial/commercial development projects. The location of the approved and pending cumulative projects is shown in Figure 5.3. The trip generation for each cumulative project was calculated using trip rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021)* or cited from City approved scoping agreements or TIAs. The trip generation for the cumulative projects is shown in Table 5.2. The AM and PM cumulative projects trip assignments are shown in Figure 5.4 and Figure 5.5, respectively.

Figure 5.3: Cumulative Projects Locations

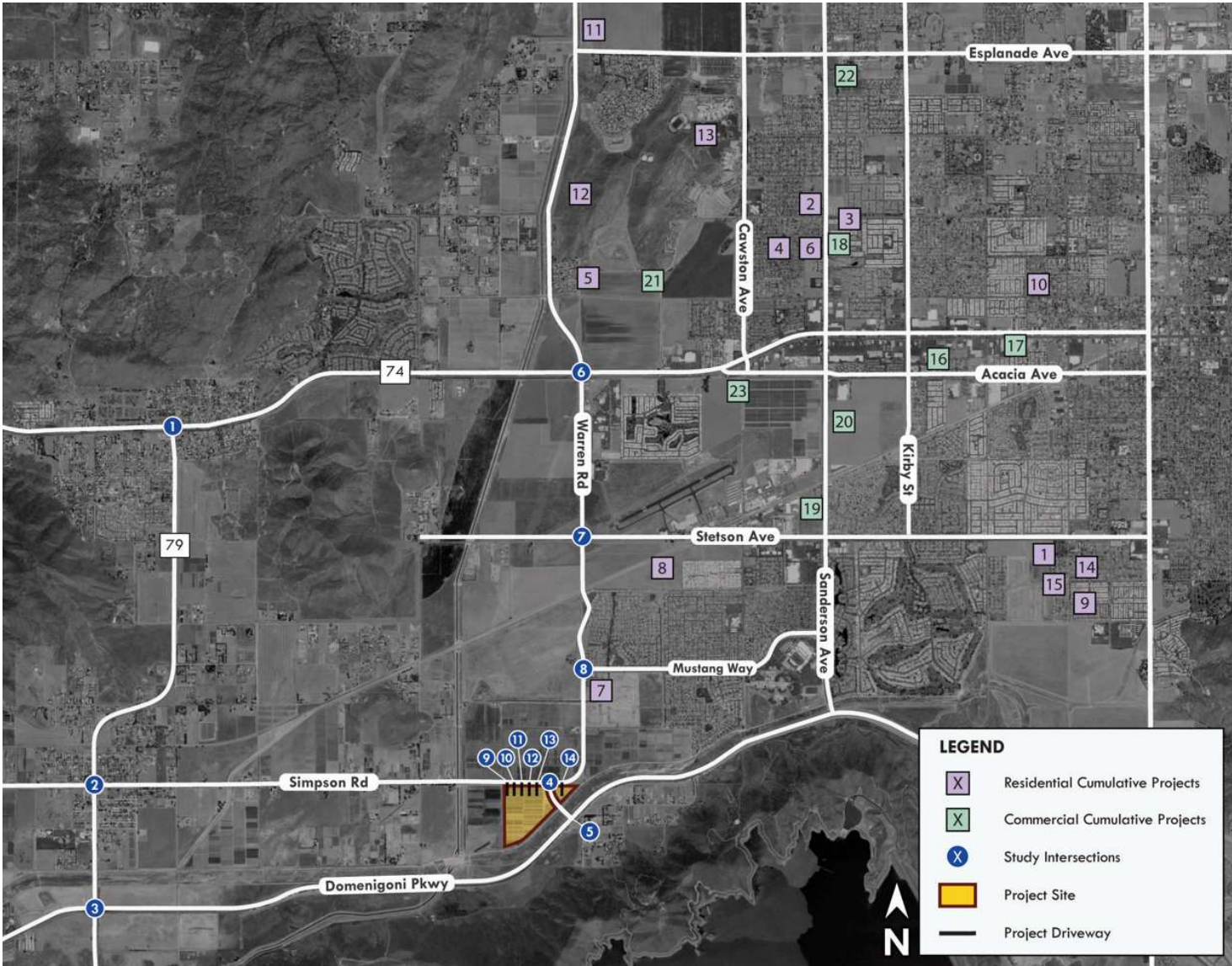




Table 5.2: Cumulative Projects Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>Trip Rates</b>								
221 Multifamily Housing (Mid-Rise) <sup>1</sup>	DU	4.54	0.09	0.28	0.37	0.24	0.15	0.39
220 Multifamily Housing (Low-Rise) <sup>2</sup>	DU	6.74	0.10	0.30	0.40	0.32	0.19	0.51
210 Single-Family Detached Housing <sup>3</sup>	DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94
252 Senior Adult Housing - Multifamily <sup>4</sup>	DU	3.24	0.07	0.13	0.20	0.14	0.11	0.25
251 Senior Adult Housing - Single-Family <sup>5</sup>	DU	4.31	0.08	0.16	0.24	0.18	0.12	0.30
712 Small Office Building <sup>6</sup>	TSF	14.39	1.37	0.30	1.67	0.73	1.43	2.16
150 Warehousing <sup>7</sup>	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
934 Fast-Food Resteraunt with Drive-Through Window <sup>8</sup>	TSF	467.48	22.75	21.86	44.61	17.18	15.85	33.03
937 Coffee/Donut Shop with Drive-Through Window <sup>9</sup>	TSF	533.57	48.09	37.79	85.88	19.88	19.11	38.99
310 Hotel <sup>10</sup>	Room	7.99	0.00	0.46	0.46	0.00	0.59	0.59
945 Convenience Store/Gas Station - VFP (16-24) <sup>11</sup>	TSF	1283.38	0.00	91.35	91.35	0.00	78.95	78.95
899 Liquor Store <sup>12</sup>	TSF	107.21	0.47	0.12	0.59	8.31	8.31	16.62
843 Automobile Parts Sales <sup>13</sup>	TSF	54.57	1.38	1.13	2.51	2.35	2.55	4.90
875 Department Store <sup>14</sup>	TSF	22.88	0.00	0.58	0.58	0.98	0.98	1.95
822 Strip Retail Plaza (<40k) <sup>15</sup>	TSF	54.45	1.42	0.94	2.36	3.30	3.30	6.59
948 Automated Car Wash <sup>16</sup>	TSF					0.00	14.20	14.20
842 Recreational Vehicle Sales <sup>17</sup>	TSF	5.00	0.39	0.07	0.46	0.24	0.53	0.77
<b>Residential</b>								
1. High Pointe (SDR 22-011) <sup>1</sup>	228 DU	1,036	19	65	84	54	34	88
2. Copenhagen (SDR14-001 (Project Extended)) <sup>2</sup>	40 DU	270	4	12	16	13	7	20
3. Montego Bay Apartments (SDR 22-009) <sup>1</sup>	96 DU	436	8	28	36	23	15	38
4. Villa Madrid (TTM 31864) <sup>2</sup>	104 DU	700	10	32	42	34	20	54
5. Ramona Creek (MAP21-005,TTM38309) <sup>3</sup>	363 DU	3,424	66	188	254	215	127	342
6. Delfinia at Devonshire (MAP21-002,TPM38141) <sup>18</sup>	4.1 Acres	5,829	78	90	168	95	91	186
7. Substantial Conformance #2 (MAP20-005, TTM35393, and EOT 22-002 SDR 22-002 MHC 22-001 Rancho Diamante II (Lennar Homes)) <sup>3</sup>	145 DU	1,368	27	75	102	86	50	136
8. Morgan Hill (MAP20-004, TTM35392, SDR22-007 and MHC22-002 and COAA22-001 and EOT 21-005) <sup>3</sup>	150 DU	1,414	28	78	106	89	53	142
9. River Oaks COA Amendment (MAP20-003, TTM36892) <sup>3</sup>	85 DU	802	16	44	60	50	30	80
10. The Latham (SDR 20-002 (Mod.1 - SDR21-018)) <sup>4</sup>	111 DU	360	7	15	22	16	12	28
11. Tract No. 291129 (SDR 19-006) <sup>3</sup>	92 DU	868	17	47	64	54	32	86
12. Tract 31513 (Tres Cerritos West) <sup>3</sup>	177 DU	1,670	32	92	124	105	61	166
13. Tract 29843 (EOT 08-001&2) <sup>5</sup>	456 DU	1,966	36	74	110	83	53	136
14. TTM 36890 (SDR 21-017) <sup>3</sup>	68 DU	642	12	36	48	40	24	64
15. TTM 36889, 36891 & 36892 (SDR 21-015) <sup>3</sup>	231 DU	2,178	42	120	162	137	81	218

Table 5.2: (continued) Cumulative Projects Trip Generation

<b>Commercial/Industrial</b>									
16. Kirby Industrial <sup>19</sup>	831,348	TSF	2,306	104	31	135	49	127	176
17. JD Fields & Company (SDR21-021)									
Office <sup>6</sup>	3,000	TSF	43	4	1	5	2	4	6
Warehouse <sup>7</sup>	22,000	TSF	38	3	1	4	1	3	4
Total Project Trip Generation (PCE)			98	9	2	11	3	9	12
18. Holiday Inn & Express (CUP19-015) <sup>10</sup>	80	Rooms	639	21	16	37	24	23	47
19. O'Reilly's, new retail bldg & expansion (SDR20-015)									
Auto Parts Store <sup>12</sup>	7,453	TSF	406	10	8	18	17	19	36
Commercial Addition <sup>13</sup>	5,001	TSF	272	7	5	12	16	16	32
Department Store Addition <sup>14</sup>	10,000	TSF		3	1	4	7	7	14
Total Project Trip Generation			678	20	14	34	40	42	82
20. National Tube Steel (SDR 23-002) (PCE) <sup>20</sup>	107,310	TSF	262	20	6	26	7	20	27
21. Marriot Townplace Suites <sup>10</sup>	93,000	Rooms	743	24	19	43	28	27	55
22. Shop n Go (EOT21-001, CUP16-008, VAR18-001, TPM37564, CUP21-002) (PCE) <sup>21</sup>	4,060	Acres	13,432	157	147	304	174	172	346
23. Hemet 63	1,140,401	TSF	3,023	137	40	177	64	164	228
<b>Total</b>			<b>44,145</b>	<b>894</b>	<b>1,271</b>	<b>2,165</b>	<b>1,484</b>	<b>1,274</b>	<b>2,758</b>

TSF = Thousand Square Feet

DU = Dwelling Unit

RM = Rooms

PCE = Passenger Car Equivalent

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 221 Multifamily Housing (Mid-Rise)

<sup>2</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 220 Multifamily Housing (Low-Rise)

<sup>3</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 210 Single-Family Detached Housing

<sup>4</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 252 Senior Adult Housing - Multifamily

<sup>5</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 251 Senior Adult Housing - Single-Family

<sup>6</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 712 Small Office Building

<sup>7</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 150 Warehousing

<sup>8</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 934 Fast-Food Restaurant with Drive-Through Window

<sup>9</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 937 Coffee/Donut Shop with Drive-Through Window

<sup>10</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 310 Hotel

<sup>11</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 945 Convenience Store/Gas Station - VFP (16-24)

<sup>12</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 899 Liquor Store

<sup>13</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 843 Automobile Parts Sales

<sup>14</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 875 Department Store

<sup>15</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 822 Strip Retail Plaza (<40k)

<sup>16</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 948 Automated Car Wash

<sup>17</sup> Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 842 Recreational Vehicle Sales

<sup>18</sup> Trip Generation from City of Hemet Planning Department. This project includes 61-unit apartment complex, a 4,140 square foot convenience market with gas station (16-fueling positions) and a 2,240 square foot car wash (1 tunnel) with 10 vacuum stalls.

<sup>19</sup> Trip Generation from Kirby Industrial Traffic Impact Analysis, EPD Solutions, Inc., June, 2023

<sup>20</sup> Trip Generation from Project Scoping Form for Traffic Analysis for National Tube Supply Project, EPD Solutions, Inc., June, 2023

<sup>21</sup> Trip Generation from Initial Study and Mitigated Negative Declaration for Shop N Go, CASC Engineering Consulting, Inc., February, 2019

<sup>22</sup> Trip Generation from Project Scoping Form for Traffic Analysis for Simpson Road Warehouse Project, EPD Solutions, Inc., June, 2023



Figure 5.4: Cumulative Projects AM Trip Assignment

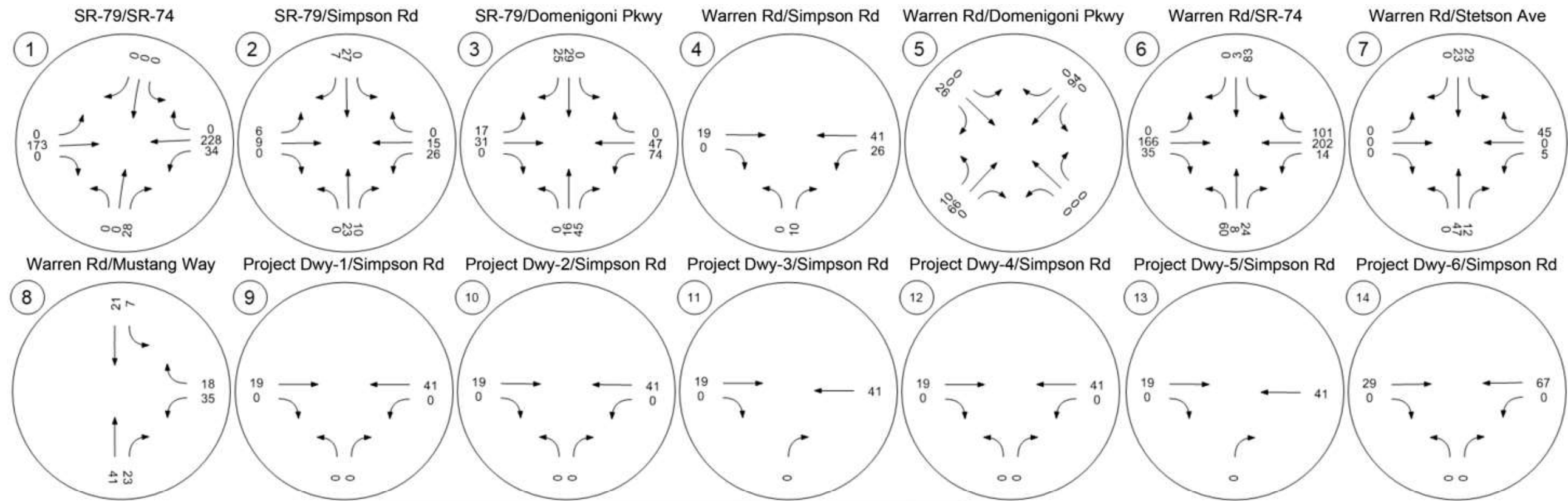
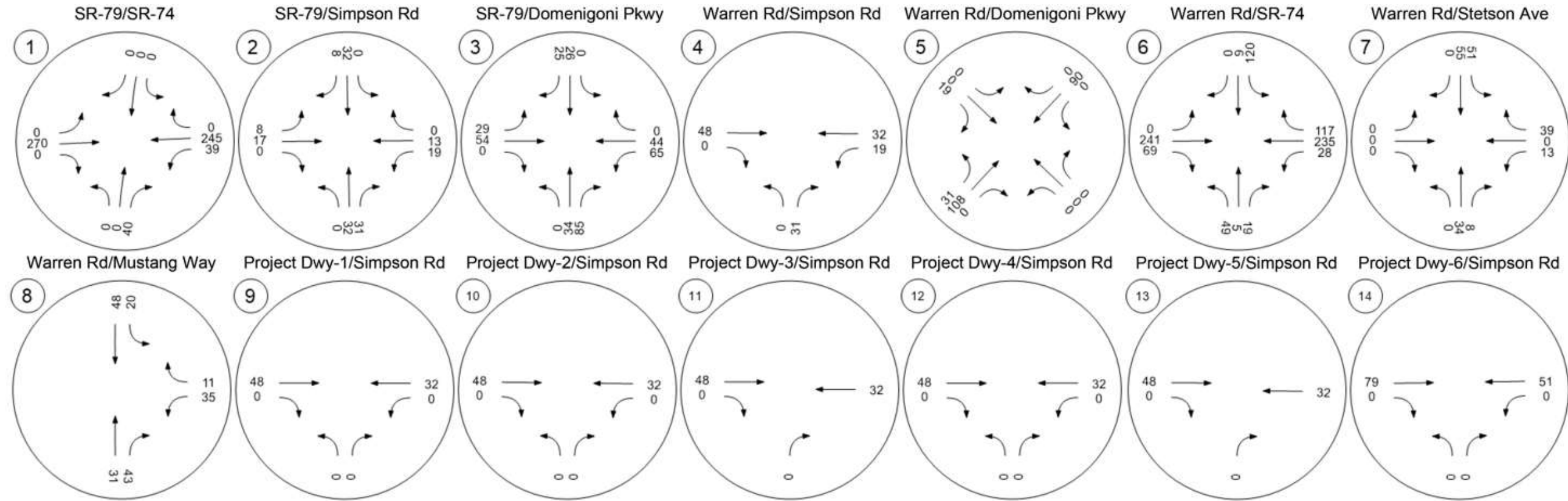


Figure 5.5: Cumulative Projects PM Trip Assignment





## 5.2.2 Cumulative Conditions Traffic Volumes and Intersection Operations

Cumulative (2025) Conditions were developed by adding the Project trips to Existing Conditions, adding an ambient growth rate of two percent per year to existing traffic volumes, and adding traffic generated by other approved and pending development projects. The AM peak hour and PM peak hour traffic volumes for this scenario are shown in Figure 5.6 and Figure 5.7, respectively. Table 5.4 shows the AM and PM peak hour LOS at study intersections under Cumulative Conditions. All LOS calculations are provided in Appendix C.

As shown in Table 5.4, among the 14 intersections, intersection #3 (SR-79/Domenigoni Parkway), intersection #5 (Warren Road/Domenigoni Parkway) and intersection #7 (Warren Road/Stetson Avenue) would operate at an unsatisfactory LOS during the AM and PM peak hours under Cumulative Conditions. Intersection #1 (SR-79/SR-74) would operate at an unsatisfactory LOS during the PM peak hour under Cumulative Conditions. Detailed recommendations for improvements will be discussed in Section 6.1.

**Table 5.4: Cumulative Conditions AM and PM Peak Hour Level of Service**

Intersection	Jurisdiction	Control Type	Cumulative Conditions			
			AM Peak		PM Peak	
			Delay	LOS	Delay	LOS
1. SR-79/SR-74	Caltrans	Signal	52.9	D	134.3	F
2. SR-79/Simpson Rd	Caltrans/City of Hemet	Signal	28.4	C	22.7	C
3. SR-79/Domenigoni Pkwy	Caltrans/City of Hemet	Signal	111.0	F	149.1	F
4. Warren Rd/Simpson Rd	City of Hemet	AWSC	25.1	D	27.2	D
5. Warren Rd/Domenigoni Pkwy	City of Hemet	Signal	88.3	F	59.9	E
6. Warren Rd/SR-74	Caltrans/City of Hemet	Signal	45.7	D	51.8	D
7. Warren Rd/Stetson Ave	City of Hemet	AWSC	147.2	F	187.4	F
8. Warren Rd/Mustang Way	City of Hemet	Signal	12.4	B	11.0	B
9. Project Dwy-1/Simpson Rd	City of Hemet	TWSC	12.7	B	16.3	C
10. Project Dwy-2/Simpson Rd	City of Hemet	TWSC	9.1	A	9.4	A
11. Project Dwy-3/Simpson Rd	City of Hemet	TWSC	9.2	A	9.9	A
12. Project Dwy-4/Simpson Rd	City of Hemet	TWSC	13.2	B	17.0	C
13. Project Dwy-5/Simpson Rd	City of Hemet	TWSC	9.2	A	9.9	A
14. Project Dwy-6/Simpson Rd	City of Hemet	TWSC	17.9	C	22.9	C

AWSC = All Way Stop Control

TWSC = Two Way Stop Control

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

Please note that no queuing impacts were noted at any of the intersections with unsatisfactory operations except for intersection #1 (SR-79/SR-74) which falls under the jurisdiction of Caltrans. Under Existing Conditions, with an available storage length of 475 feet the queue length in the AM peak hour is 535 feet and the PM peak hour is 515 feet. Under Project Completion the queue length in the AM peak

hour is 620 feet and the PM peak hour is 650 feet. Under Cumulative Conditions the queue length in the AM peak hour is 705 feet and the PM peak hour is 565 feet. No mitigation for the queue length is feasible without a geometric improvement for the addition of a second westbound left. Note that the queue does not back up to the adjacent intersection of Truelsome Avenue/SR-79 and does not impact safety at the intersection.

Figure 5.6: Cumulative Conditions AM Peak Hour Traffic Volumes

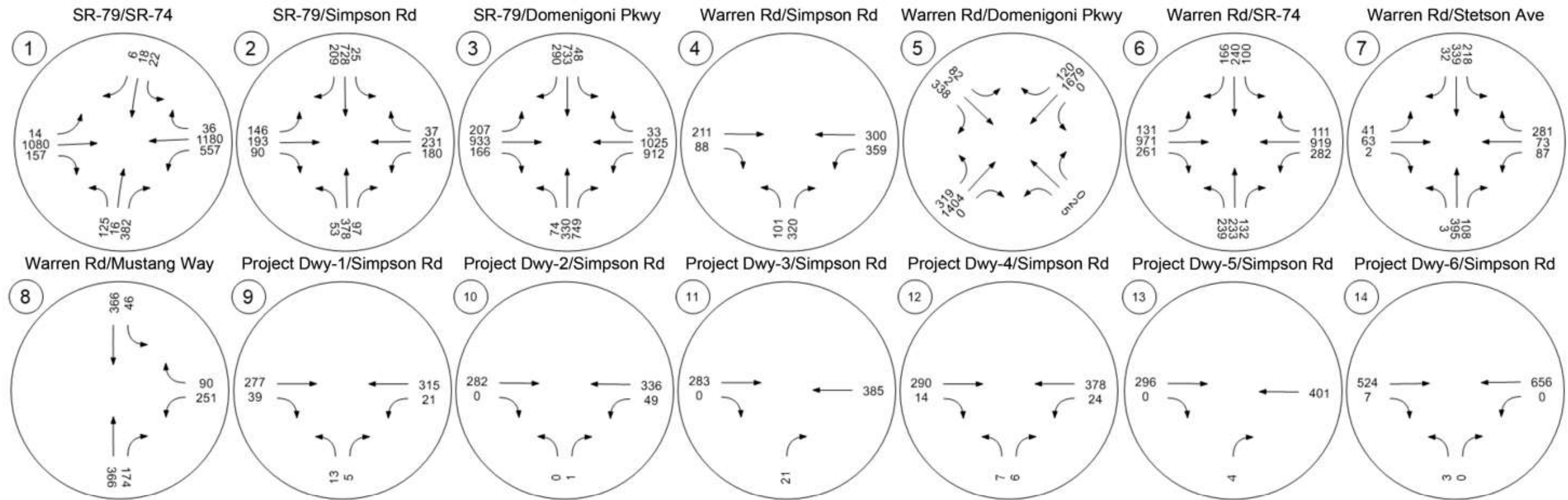
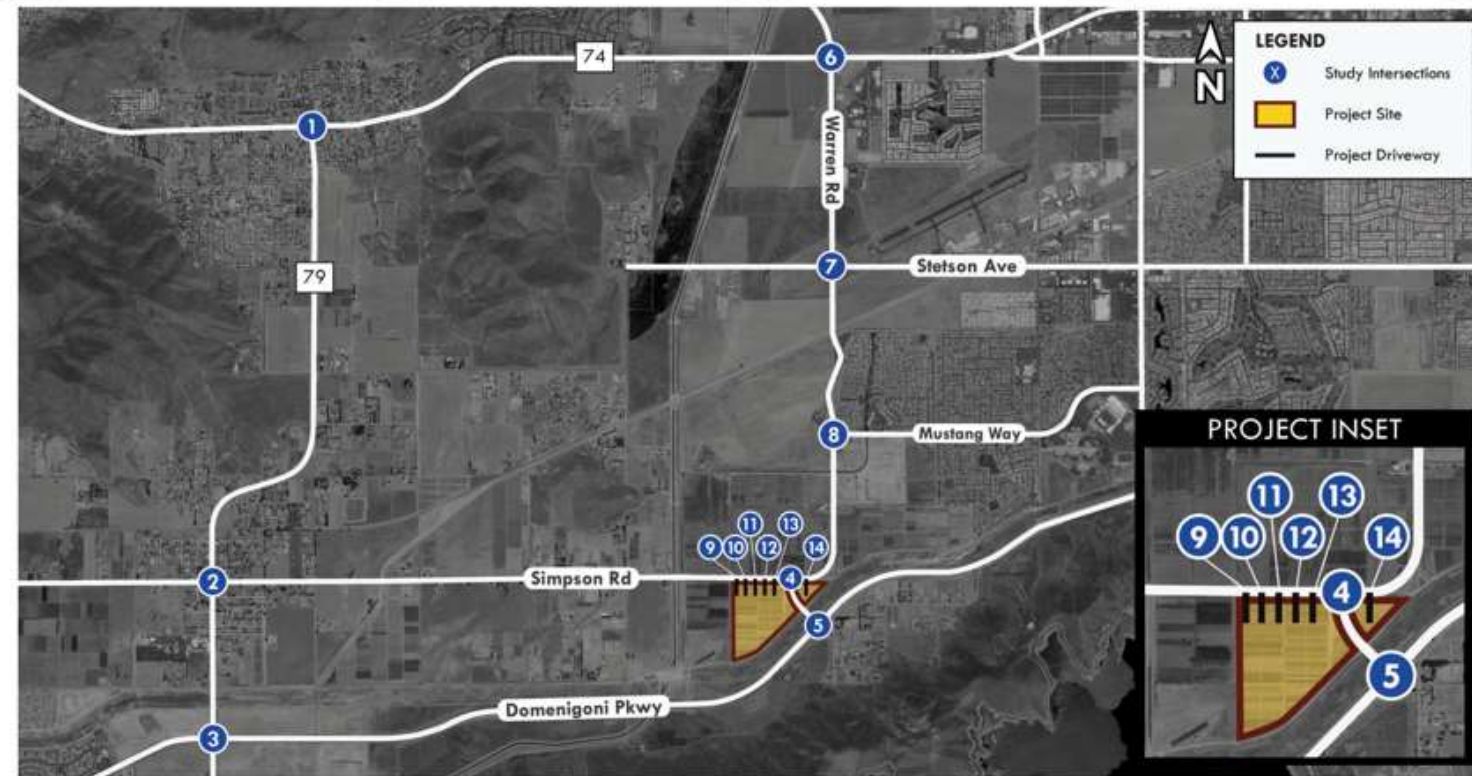
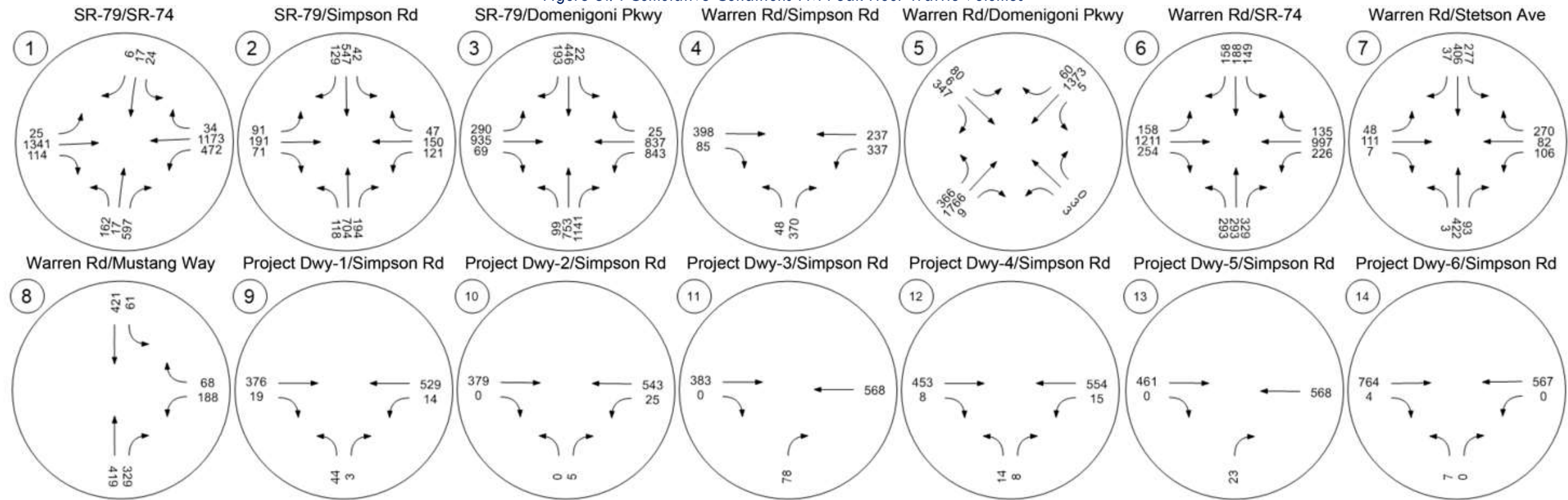




Figure 5.7: Cumulative Conditions PM Peak Hour Traffic Volumes



## 5.3 Site Circulation and Queueing Analysis at Project Driveways

As noted in the project description, the project is comprised of two buildings located west of Warren Road and a truck-trailer parking site located on a site east of Warren Road. Building 1 would be accessible via Simpson Road from two driveways for trucks and passenger vehicles, each 40-feet in width, and one 26-foot-wide driveway for passenger vehicles. Internal circulation would be provided by 26-foot to 40-foot drive aisles. Building 2 would be accessible via Simpson Road from a 40-foot-wide driveway for trucks and passenger vehicles and 26-foot-wide driveway for passenger vehicles. Internal circulation would be provided by 26-foot to 70-foot drive aisles. The proposed trailer parking lot includes 161 trailer parking stalls with 70-foot-wide drive aisles. Access to Site 3 would be via Simpson Road from a Project Dwy-1/Simpson Rd#9.

Access to the truck courts would be accessible via the shared passenger car/truck driveways (Lot 1 Driveway 1, Lot 1 Driveway 3, Lot 2 Driveway 1, Lot 3 Driveway 1). Trucks would access the truck courts at Buildings 1 and 2 via a straight-in movement from Simpson Road without making any on-site turns. Adequate maneuvering spaces are provided in the truck courts for a vehicle to turn-around. On the Building 1 site, truck access is provided around the perimeter of the project site so a truck entering at one driveway can exit at the other driveway. The driveway sight distance exhibits are shown in Figure 5.8. Please note that the exhibits shown in Figure 5.8 are not-to-scale. The full-size exhibits are attached as part of Attachment A.

The queue length for left turn movements at Project driveways was analyzed to determine whether the available queue length of left-turn pockets would be adequate for the forecast traffic volumes. The queuing evaluation was prepared for the worst-case scenario (cumulative conditions) and is shown in Table 5.5. As noted in Table 5.5, the queue length would not exceed the available storage at any of the Project driveway intersections.

At Project Driveway 3/Simpson Road (#11) and Project Driveway 5/Simpson Road (#13), the left turns from the northbound directions onto Simpson Road are prohibited to ensure safe intersection operations to avoid conflict with through movement and right turn out of the project driveways. The following improvements are proposed to enforce the left turn prohibitions:

- #11- Project Driveway 3/Simpson Road:
  - Construct right-turn channelizing striped pork-chop island, along with installation of a right-turn only sign (R3-1) at the driveway.
- #13- Project Driveway 5/Simpson Road:
  - Construct right-turn channelizing striped pork-chop island, along with installation of a right-turn only sign (R3-1) at the driveway.

Table 5.5: Cumulative Conditions Queueing Analysis

Intersection	Turning Movement	Available Queue Length	Cumulative Plus Project Plus Mitigation	
			AM Peak Hour Required Queueing (# of vehicles)	PM Peak Hour Required Queueing (# of vehicles)
9. Project Dwy-1/Simpson Rd	NBL	45 ft (2 vehicles)	<1	<1
	WBL	100 ft (4 vehicles)	<1	<1
10. Project Dwy-2/Simpson Rd	NBL	45 ft (2 vehicles)	<1	<1
	WBL	100 ft (4 vehicles)	<1	<1
11. Project Dwy-3/Simpson Rd	NBR	45 ft (2 vehicles)	<1	<1
12. Project Dwy-4/Simpson Rd	NBL	45 ft (2 vehicles)	<1	<1
	WBL	100 ft (4 vehicles)	<1	<1
13. Project Dwy-5/Simpson Rd	NBR	45 ft (2 vehicles)	<1	<1
14. Project Dwy-6/Simpson Rd	NBL	45 ft (2 vehicles)	<1	<1
	WBL	100 ft (4 vehicles)	<1	<1

Indicates queueing required greater than storage available

Figure 5.8a: Driveway Sight Distance Exhibits

SIGHT DISTANCE @ INTERSECTION  
PER COUNTY OF RIVERSIDE STD 821  
3FT FROM CL ON WARREN, 15FT BEHIND CURB FACE  
TO MIDDLE OF APPROACHING LANE (PLUS BIKE LANE)  
DESIGN SPEED LIMIT = 45 MPH  
RIGHT TURN = 495  
LEFT TURN =  $495 + (1.47 \cdot 45^2 \cdot 0.5) = 528.08$

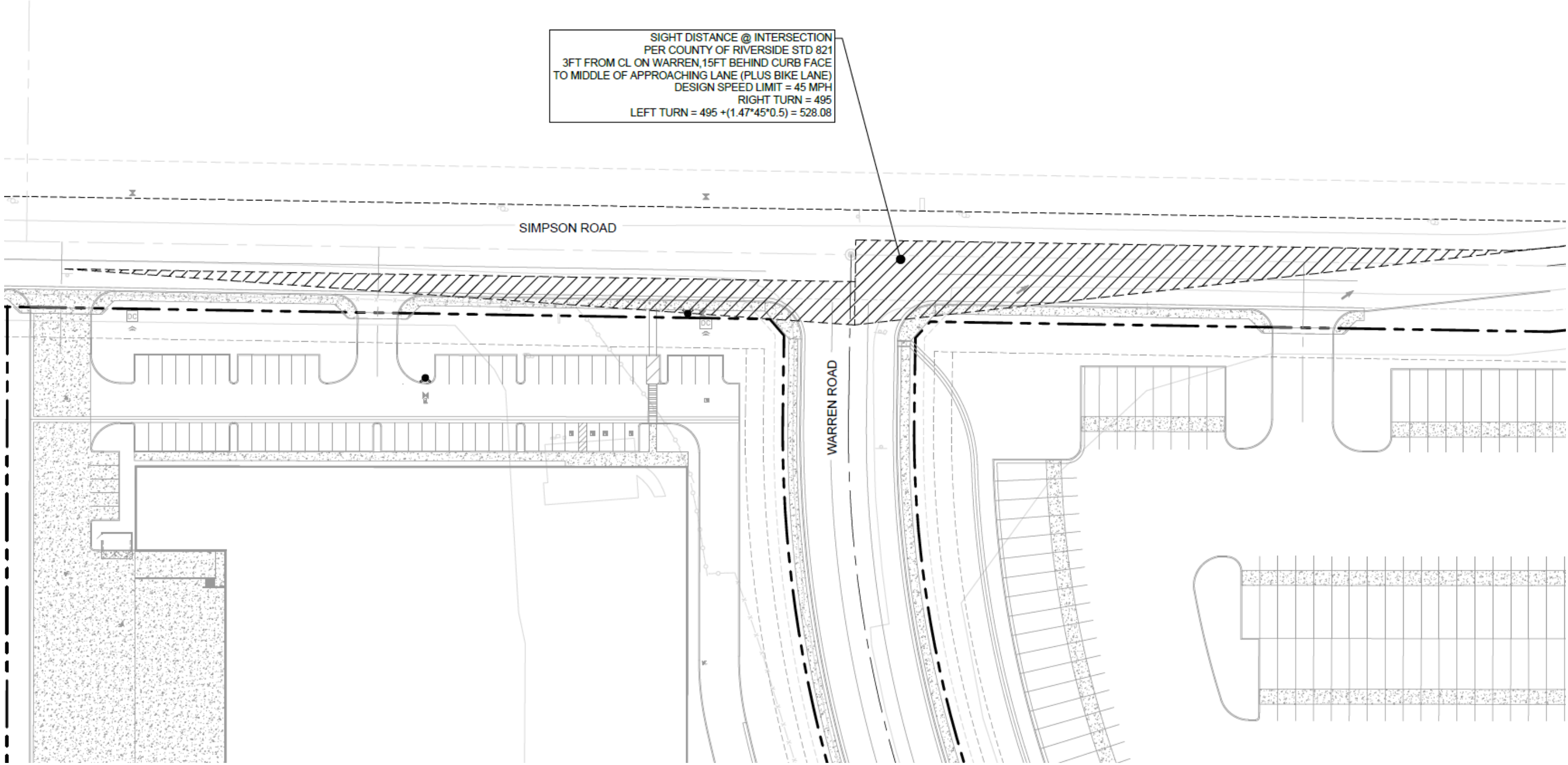




Figure 5.8b: Driveway Sight Distance Exhibits

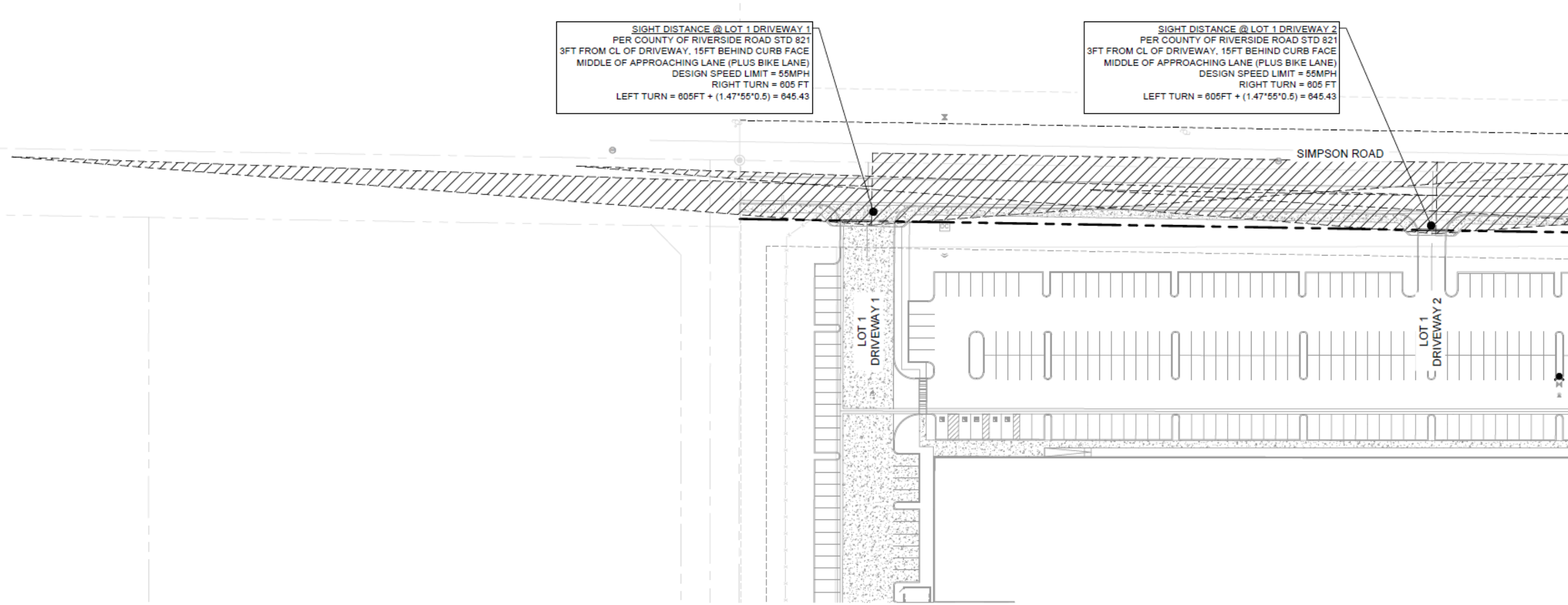


Figure 5.8c: Driveway Sight Distance Exhibits

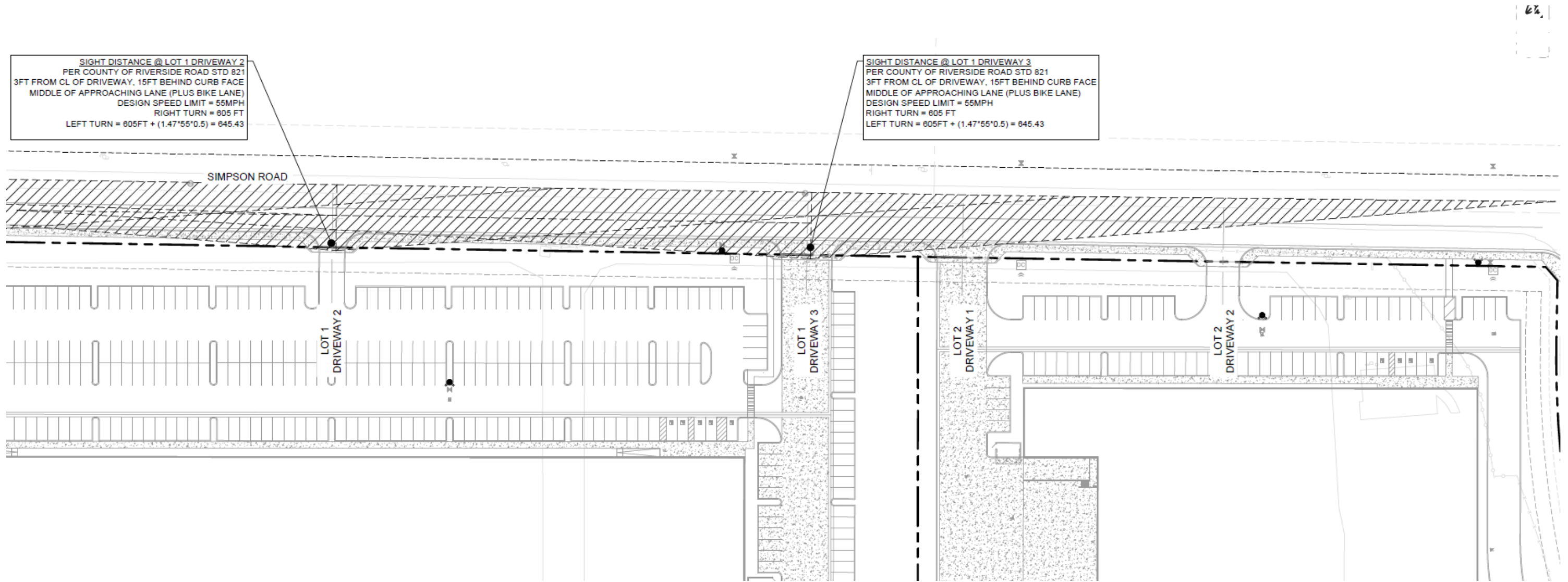
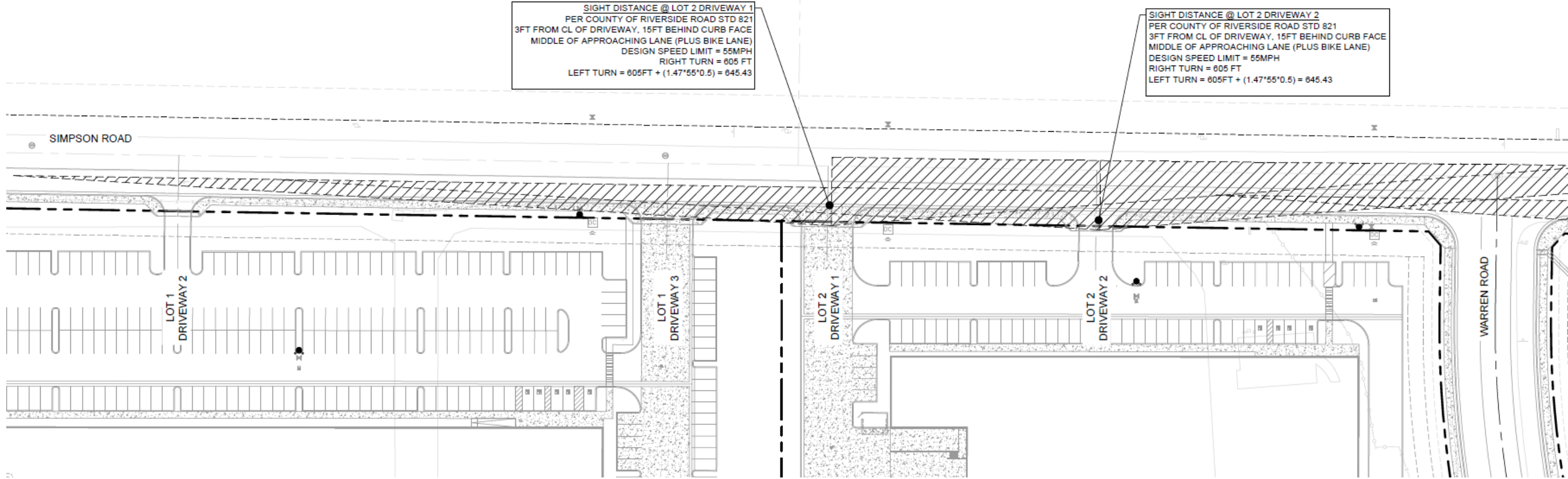


Figure 5.8d: Driveway Sight Distance Exhibits



SIGHT DISTANCE @ LOT 2 DRIVEWAY 1  
 PER COUNTY OF RIVERSIDE ROAD STD 821  
 3FT FROM CL OF DRIVEWAY, 15FT BEHIND CURB FACE  
 MIDDLE OF APPROACHING LANE (PLUS BIKE LANE)  
 DESIGN SPEED LIMIT = 55MPH  
 RIGHT TURN = 805 FT  
 LEFT TURN = 805FT + (1.47\*55\*0.5) = 645.43

SIGHT DISTANCE @ LOT 2 DRIVEWAY 2  
 PER COUNTY OF RIVERSIDE ROAD STD 821  
 3FT FROM CL OF DRIVEWAY, 15FT BEHIND CURB FACE  
 MIDDLE OF APPROACHING LANE (PLUS BIKE LANE)  
 DESIGN SPEED LIMIT = 55MPH  
 RIGHT TURN = 805 FT  
 LEFT TURN = 805FT + (1.47\*55\*0.5) = 645.43

Figure 5.8e: Driveway Sight Distance Exhibits

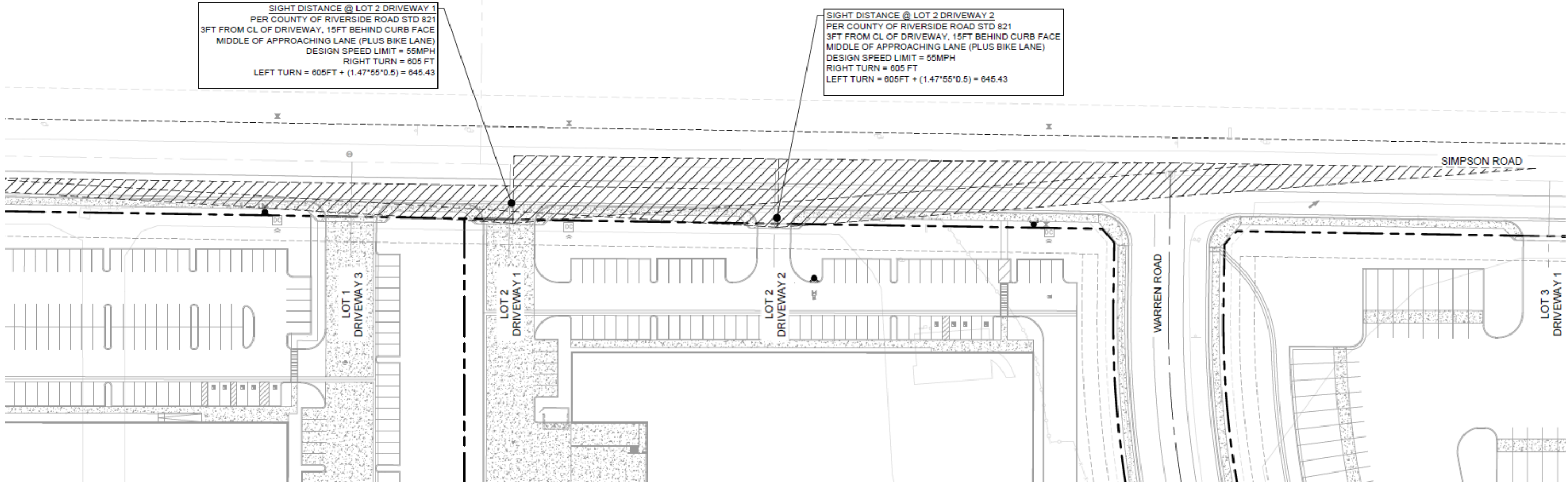
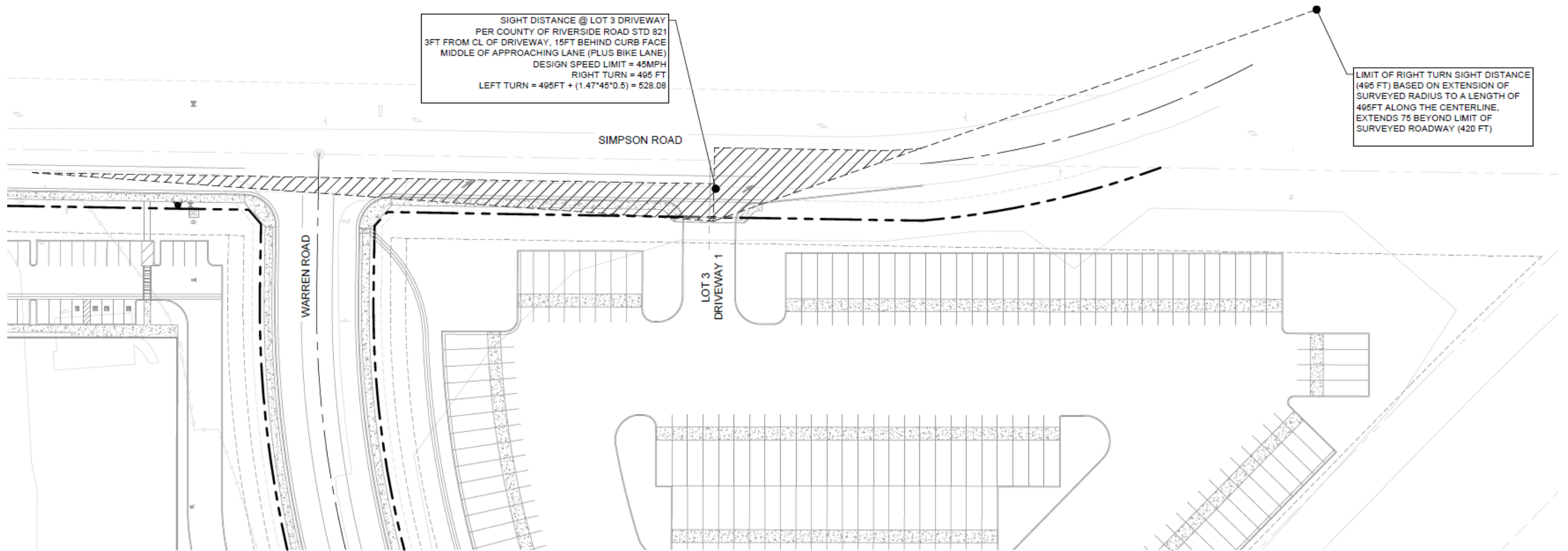




Figure 5.8f: Driveway Sight Distance Exhibits



# 6 RECOMMENDATIONS FOR IMPROVEMENTS AND PROJECT FAIR SHARE

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## 6.1 Recommendations for LOS Improvements

Development of the proposed Project would result in unsatisfactory LOS at the following intersections:

- #1- SR-79/SR-74 (Cumulative Conditions)
- #3- SR-79/Domenigoni Parkway (Project Completion and Cumulative Conditions)
- #5- Warren Road/Domenigoni Parkway (Project Completion and Cumulative Conditions)
- #7- Warren Road/Stetson Avenue (Project Completion and Cumulative Conditions)

The following improvements would result in the intersections operating with satisfactory LOS, as shown in Table 6.1 for Project Completion Conditions and Table 6.2 for Cumulative Conditions:

- #1- SR-79/SR-74 (Cumulative Conditions):
  - Restripe the northbound approach to 1-LT, 1-Thru and 1-RT lane, add right-turn overlap phasing.
- #3- SR-79/Domenigoni Parkway (Project Completion Conditions):
  - Add right-turn overlap to northbound approach, add eastbound thru-lane. Restrict U-turn on all approaches. Accommodate an additional WBT receiving lane by expanding the width of WB intersection departure section by 4 feet.
- #5- Warren Road/Domenigoni Parkway (Project Completion and Cumulative Conditions):
  - Restripe the westbound right-turn lane to a shared thru-right lane.
- #7- Warren Road/Stetson Avenue (Project Completion and Cumulative Conditions):
  - Install traffic signal, add northbound, southbound, and eastbound left turn lane.
    - Left turn lanes are required for safety reasons on the southbound approach, due to the high southbound left-turn volume.
    - Left turn lanes are recommended for better intersection operations on the northbound and eastbound approaches.

No feasible improvements would result in the following intersections operating with satisfactory LOS. However, the following improvement will improve the intersection to a lower delay and a better LOS compared to the existing year:

- #3- SR-79/Domenigoni Parkway (Cumulative Conditions):
  - Add right-turn overlap to all approaches, add eastbound thru-lane. Restrict U-turn on all approaches. Accommodate an additional WBT receiving lane by expanding the width of WB intersection departure section by 4 feet.

All LOS calculations for proposed improvements are provided in Appendix C.

Table 6.1: Project Completion Conditions Recommended Improvements

		Project Completion Conditions				Recommended Improvements	Project Completion Conditions plus Improvements					
		Control Type	AM Peak		PM Peak		AM Peak		PM Peak			
Intersection	Jurisdiction		Delay	LOS	Delay		LOS	Delay	LOS	Delay	LOS	
1.	SR-79/SR-74	Caltrans	Signal	36.3	D	50.8	D					
2.	SR-79/Simpson Rd	Caltrans/City of Hemet	Signal	27.0	C	21.7	C					
3.	SR-79/Domenigoni Pkwy	Caltrans/City of Hemet	Signal	93.5	F	122.2	F	Add right-turn overlap to all approaches, add eastbound thru-lane. Restrict U-turn on all approaches. Accommodate an additional WBT receiving lane by expanding the width of WB intersection departure section by 4 feet.	43.9	D	52.0	D
4.	Warren Rd/Simpson Rd	City of Hemet	AWSC	20.5	C	21.4	C					
5.	Warren Rd/Domenigoni Pkwy	City of Hemet	Signal	67.2	E	44.8	D	Restripe the westbound right-turn lane to a shared thru-right lane.	36.4	D	37.8	D
6.	Warren Rd/SR-74	Caltrans/City of Hemet	Signal	37.7	D	38.9	D					
7.	Warren Rd/Stetson Ave	City of Hemet	AWSC	105.1	F	121.2	F	Install traffic signal, add northbound, southbound and eastbound left turn lane.	13.8	B	14.3	B
8.	Warren Rd/Mustang Way	City of Hemet	Signal	11.6	B	9.6	A					
9.	Project Dwy-1/Simpson Rd	City of Hemet	TWSC	12.3	B	12.9	B					
10.	Project Dwy-2/Simpson Rd	City of Hemet	TWSC	9.1	A	9.3	A					
11.	Project Dwy-3/Simpson Rd	City of Hemet	TWSC	9.2	A	9.7	A					
12.	Project Dwy-4/Simpson Rd	City of Hemet	TWSC	12.7	B	13.6	B					
13.	Project Dwy-5/Simpson Rd	City of Hemet	TWSC	9.1	A	9.7	A					
14.	Project Dwy-6/Simpson Rd	City of Hemet	TWSC	16.7	C	20.1	C					

AWSC = All Way Stop Control  
 TWSC = Two Way Stop Control  
 Delay Reported in Seconds per Vehicle  
 LOS = Level of Service  
 Unsatisfactory Level of Service

Table 6.2: Cumulative Conditions Recommended Improvements

			Cumulative Conditions				Recommended Improvements	Cumulative Conditions plus Improvements			
			AM Peak		PM Peak			AM Peak		PM Peak	
Intersection	Jurisdiction	Control Type	Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
1. SR-79/SR-74	Caltrans	Signal	52.9	D	134.3	F	Restripe the northbound approach to 1-LT, 1-Thru and 1-RT lane, add right-turn overlap phasing.	39.6	D	39.5	D
2. SR-79/Simpson Rd	Caltrans/City of Hemet	Signal	28.4	C	22.7	C					
3. SR-79/Domenigoni Pkwy	Caltrans/City of Hemet	Signal	111.0	F	149.1	F	Add right-turn overlap to all approaches, add eastbound thru-lane. Restrict U-turn on all approaches. Accommodate an additional WBT receiving lane by expanding the width of WB intersection departure section by 4 feet.	46.9	D	76.8	E
4. Warren Rd/Simpson Rd	City of Hemet	AWSC	25.1	D	27.2	D					
5. Warren Rd/Domenigoni Pkwy	City of Hemet	Signal	88.3	F	59.9	E	Restripe the westbound right-turn lane to a shared thru-right lane.	43.6	D	42.4	D
6. Warren Rd/SR-74	Caltrans/City of Hemet	Signal	45.7	D	51.8	D					
7. Warren Rd/Stetson Ave	City of Hemet	AWSC	147.2	F	187.4	F	Install traffic signal, add northbound, southbound and eastbound left turn lane.	15.2	B	15.2	B
8. Warren Rd/Mustang Way	City of Hemet	Signal	12.4	B	11.0	B					
9. Project Dwy-1/Simpson Rd	City of Hemet	TWSC	12.7	B	16.3	C					
10. Project Dwy-2/Simpson Rd	City of Hemet	TWSC	9.1	A	9.4	A					
11. Project Dwy-3/Simpson Rd	City of Hemet	TWSC	9.2	A	9.9	A					
12. Project Dwy-4/Simpson Rd	City of Hemet	TWSC	13.2	B	17.0	C					
13. Project Dwy-5/Simpson Rd	City of Hemet	TWSC	9.2	A	9.9	A					
14. Project Dwy-6/Simpson Rd	City of Hemet	TWSC	17.9	C	22.9	C					

AWSC = All Way Stop Control  
 TWSC = Two Way Stop Control  
 Delay Reported in Seconds per Vehicle  
 LOS = Level of Service  
 Unsatisfactory Level of Service



## 6.2 Project Fair Share

The Project's fair share percentage for each recommended improvement is identified in Table 6.3 below. The percentage of Project fair share at affected intersections was calculated using the total trips generated by the Project divided by the total "new" traffic, which is the net increase in traffic volume under the Cumulative Conditions as a result of all other proposed projects. As shown Table 6.3, the fair share percentage for recommended intersection improvements for the intersections are:

#1- SR-79/SR-74: 7.32%

#3- SR-79/Domenigoni Parkway: 8.49%

#5- Warren Road/Domenigoni Parkway: 10.11%

#7- Warren Road/Stetson Avenue: 23.33%

**Table 6.3: Cumulative Conditions Project Fair Share**

Intersection	AM Peak					PM Peak				
	Project Traffic	Existing Traffic	Total Cumulative Traffic	Total Cumulative Traffic- Existing Traffic	Fair Share	Project Traffic	Existing Traffic	Total Cumulative Traffic	Total Cumulative Traffic- Existing Traffic	Fair Share
1. SR-79/SR-74	46	2,965	3,593	628	7.32%	54	3,207	3,983	776	6.96%
3. SR-79/Domenigoni Pkwy	65	4,599	5,500	901	7.21%	76	4,758	5,653	895	8.49%
5. Warren Rd/Domenigoni Pkwy	34	3,578	3,951	374	9.10%	44	3,583	4,018	435	10.11%
7. Warren Rd/Stetson Ave	79	1,229	1,642	413	19.13%	105	1,413	1,863	450	23.33%

Fair share contribution percentage for improvements where the project is not directly responsible is calculated by the formula: Fair share percentage = Project Traffic / (Total Traffic-Existing Traffic)

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*APPENDIX A – SCOPE OF WORK*

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**PROJECT SCOPING FORM FOR TRAFFIC ANALYSIS**

This letter acknowledges the City of Hemet Engineering Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Transportation Analysis Guidelines dated August 2020.

Case No. PR22-005  
 Related Cases-  
 SP No. \_\_\_\_\_  
 GPA No. \_\_\_\_\_  
 CZ No. \_\_\_\_\_

Project Name: Simpson Road Warehouse  
 Project Address: APNs: 465140043; 465140042; Southwest corner of the intersection of Simpson Rd and Warren Rd.  
 Project Description: 2 High-cube warehouse buildings 883,080 SF and 309,338 SF, totaling 1,192,418 SF.

	<u>Consultant</u>	<u>Developer</u>
Name:	<u>EPD Solutions</u>	<u>Newland Capital Group</u>
Address:	<u>3333 Michelson Drive, Suite #500</u> <u>Irvine, CA 92612</u>	<u>200 Spectrum Center Drive, Suite #300</u> <u>Irvine, CA 92618</u>
Telephone:	<u>(949) 794 -1180</u>	_____
Fax:	_____	_____

**A. Trip Generation Source:** TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019

Current GP Land Use	<u>Community Commercial, Business Park</u>	Proposed Land Use	<u>Business Park</u>
Current Zoning	<u>General Commercial, Business Park</u>	Proposed Zoning	<u>Business Park</u>

<b>Building 1 (883,080 SF)</b>	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
Weekday AM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>83</u>	<u>25</u>	<u>108</u>
Weekday PM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>41</u>	<u>105</u>	<u>146</u>

<b>Building 2 (307,880 SF)</b>	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
Weekday AM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>29</u>	<u>9</u>	<u>38</u>
Weekday PM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>14</u>	<u>37</u>	<u>51</u>

Internal Trip Allowance  Yes  No ( \_\_\_\_\_ % Trip Discount)  
 Pass-By Trip Allowance  Yes  No ( \_\_\_\_\_ % Trip Discount)

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

**B. Trip Geographic Distribution:** Car: N 23 % S 25 % E 32 % W 20 %  
 (Please see attached exhibit) Truck: N 0 % S 15 % E 20 % W 65 %

**C. Background Traffic**

Project Build-out Year: 2025 Annual Ambient Growth Rate: 2 %

Phase Year(s) \_\_\_\_\_

Other area projects to be analyzed: \_\_\_\_\_

Model/Forecast methodology Build-Up Method



Project Scoping Form – Page 2

**D. Study intersections:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

- |                                     |                                     |                                     |
|-------------------------------------|-------------------------------------|-------------------------------------|
| 1. <u>SR-79/SR-74</u>               | 7. <u>Warren Rd/Stetson Ave</u>     | 13. <u>Project Dwy-5/Simpson Rd</u> |
| 2. <u>SR-79/Simpson Rd</u>          | 8. <u>Warren Rd/Mustang Way</u>     | 14. <u>Project Dwy-6/Simpson Rd</u> |
| 3. <u>SR-79/Domenigoni Pkwy</u>     | 9. <u>Project Dwy-1/Simpson Rd</u>  |                                     |
| 4. <u>Warren Rd/Simpson Rd</u>      | 10. <u>Project Dwy-2/Simpson Rd</u> |                                     |
| 5. <u>Warren Rd/Domenigoni Pkwy</u> | 11. <u>Project Dwy-3/Simpson Rd</u> |                                     |
| 6. <u>Warren Rd/SR-74</u>           | 12. <u>Project Dwy-4/Simpson Rd</u> |                                     |

**E. Study Roadway Segments:** (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

- |          |           |
|----------|-----------|
| 1. _____ | 6. _____  |
| 2. _____ | 7. _____  |
| 3. _____ | 8. _____  |
| 4. _____ | 9. _____  |
| 5. _____ | 10. _____ |

**E. Other Jurisdictional Impacts**

Is this project within a City’s Sphere of Influence or one-mile radius of City boundaries?  Yes  No

If so, name of City Jurisdiction: County of Riverside

**F. Site Plan** Please see attached

**G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline)** (To be filled out by Transportation Department)

(NOTE: If the traffic study states that “a traffic signal is warranted” (or “a traffic signal appears to be warranted,” or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

A review of truck access and internal circulation will be provided in the TIA. Lot 1 will have three driveways, Lot 2 will have two, and Lot 3 will have one. For detailed driveway access information, please refer to Table 2.

**H. Existing Conditions**

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts. Date of counts.

New counts will be collected at the study intersections.

**\* NOTE\* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.**

**Recommended by:**

Abby Pal 9/13/2023  
 \_\_\_\_\_  
 Consultant’s Representative Date

**Approved Project Scoping Form:**

\_\_\_\_\_  
 \_\_\_\_\_  
 City of Hemet Engineering Department Date

Project Scoping Form Submitted on 8/30/2022, 7/6/2023  
9/13/2023, 8/10/2023

Revised on 9/13/2023,

**Table 1: Proposed Trip Generation**

Land Use	Units	AM Peak Hour			PM Peak Hour					
		Daily	In	Out	Total	In	Out	Total		
<b>Trip Rates</b>										
High-Cube Transload and Short-Term Storage Warehouse <sup>1</sup>	TSF	2,129	0.094	0.028	0.122	0.046	0.119	0.165		
<b>Project Trip Generation Building 1</b>										
Industrial Building 1 <sup>1</sup>	883,080 TSF	1,880	83	25	108	41	105	146		
<b>Vehicle Mix<sup>1</sup></b>	<b>% Daily</b>	<b>% AM</b>	<b>% PM</b>							
Passenger Vehicles	82.20%	84.40%	87.30%	1,546	71	20	91	36	92	128
2-Axle Trucks	3.80%	1.10%	1.10%	71	1	0	1	0	1	1
3-Axle Trucks	2.50%	2.20%	2.20%	47	2	1	3	1	2	3
4-Axle Trucks	1.30%	3.30%	3.30%	24	3	1	4	1	4	5
5+-Axle Trucks	10.20%	9.00%	6.10%	192	6	3	9	3	6	9
	100.00%	100.00%	100.00%	1,880	83	25	108	41	105	146
<b>PCE Trip Generation<sup>2</sup></b>										
		<b>PCE Factor</b>								
Passenger Vehicles		1.0	1,546	71	20	91	36	92	128	
2-Axle truck		1.5	107	1	1	2	1	1	2	
3-Axle truck		2.0	94	5	1	6	2	4	6	
4+-Axle Trucks		3.0	649	26	12	38	13	29	42	
Industrial Building 1 Total PCE Trip Generation			2,396	103	34	137	52	126	178	
<b>Project Trip Generation Building 2</b>										
Industrial Building 2 <sup>1</sup>	309,338 TSF	659	29	9	38	14	37	51		
<b>Vehicle Mix<sup>1</sup></b>	<b>% Daily</b>	<b>% AM</b>	<b>% PM</b>							
Passenger Vehicles	82.20%	84.40%	87.30%	541	24	8	32	12	32	44
2-Axle Trucks	3.80%	1.10%	1.10%	25	0	0	0	0	1	1
3-Axle Trucks	2.50%	2.20%	2.20%	16	1	0	1	0	1	1
4-Axle Trucks	1.30%	3.30%	3.30%	9	1	0	1	1	1	2
5+-Axle Trucks	10.20%	9.00%	6.10%	67	3	1	4	1	2	3
	100.00%	100.00%	100.00%	659	29	9	38	14	37	51
<b>PCE Trip Generation<sup>2</sup></b>										
		<b>PCE Factor</b>								
Passenger Vehicles		1.0	541	24	8	32	12	32	44	
2-Axle truck		1.5	38	0	1	1	0	1	1	
3-Axle truck		2.0	33	1	1	2	1	1	2	
4+-Axle Trucks		3.0	227	12	4	16	6	9	15	
Industrial Building 2 Total PCE Trip Generation			839	37	14	51	19	43	62	
<b>Project Total Trip Generation</b>			<b>2,539</b>	<b>112</b>	<b>34</b>	<b>146</b>	<b>55</b>	<b>142</b>	<b>197</b>	
<b>Project Total PCE Trip Generation</b>			<b>3,235</b>	<b>140</b>	<b>48</b>	<b>188</b>	<b>71</b>	<b>169</b>	<b>240</b>	

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

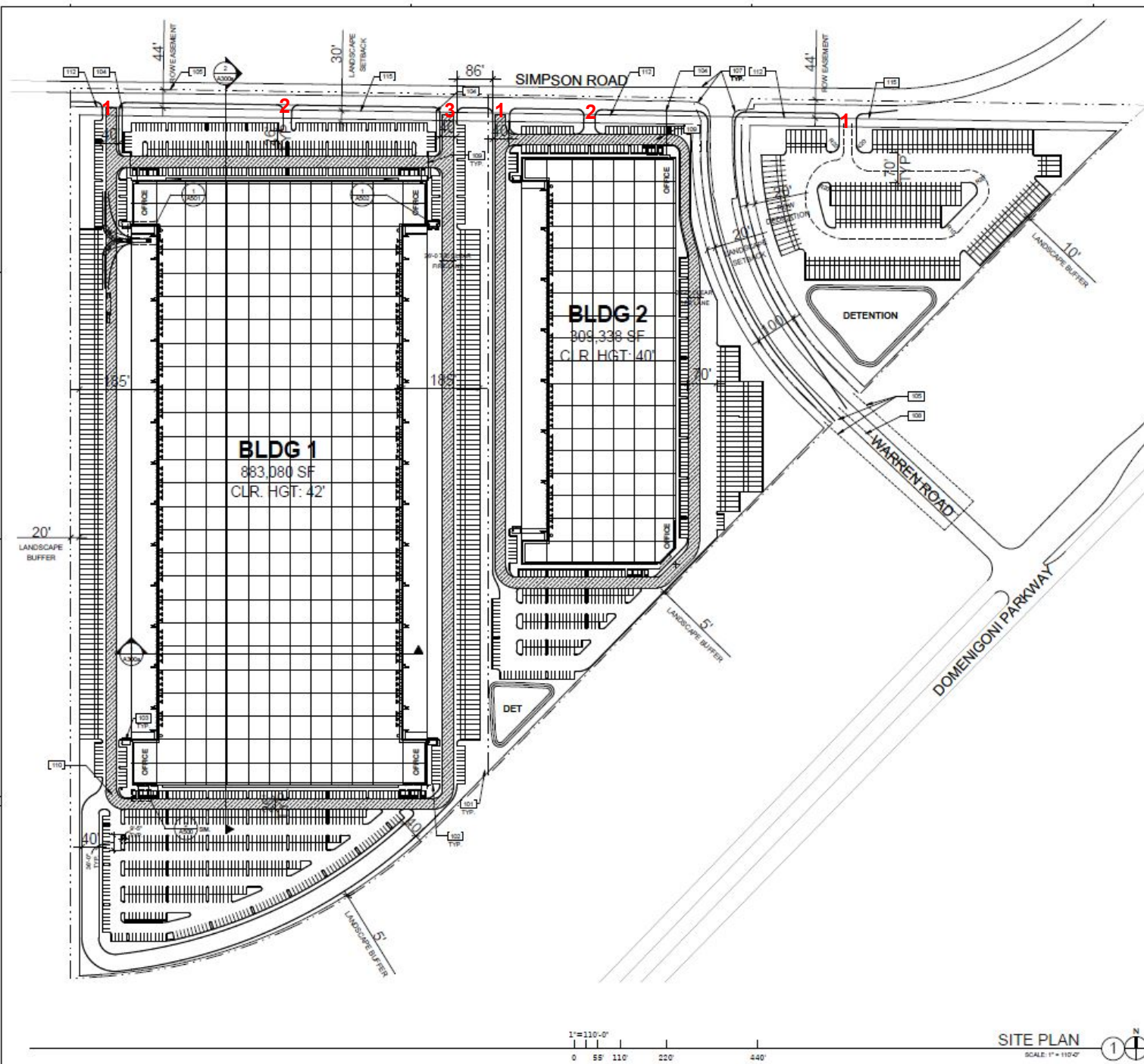
<sup>1</sup> Trip rates and truck percentages from the TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

<sup>2</sup> Passenger Car Equivalent (PCE) factors from the Reiverside County Transportation Analysis Guidelines, December 2020.

**Table 2: Proposed Project Driveway Access**

	<b>Auto Access</b>	<b>Truck Access</b>	<b>Left-In</b>	<b>Left-Out</b>	<b>Right-In</b>	<b>Right-Out</b>
Lot 1 Driveway 1	Yes	Yes	Yes	Yes	Yes	Yes
Lot 1 Driveway 2	Yes	No	Yes	Yes	Yes	Yes
Lot 1 Driveway 3	Yes	Yes	No	No	Yes	Yes
Lot 2 Driveway 1	Yes	Yes	Yes	Yes	Yes	Yes
Lot 2 Driveway 2	Yes	No	No	No	Yes	Yes
Lot 3 Driveway 1	Yes	Yes	Yes	Yes	Yes	Yes

Figure 1: Site Plan



**KEYNOTES:**

- SEE SHEET #10 FOR GENERAL NOTES**
- 101 PROPERTY LINE
  - 102 PROPOSED FIRE HYDRANT
  - 103 PROPOSED TRASH ENCLOSURE
  - 104 PROPOSED PEDESTRIAN ACCESS
  - 105 EXISTING EASEMENTS: REFER TO CIVIL
  - 107 EXISTING SITE CURBS: REFER TO CIVIL
  - 108 ROAD CENTERLINE
  - 109 PROPOSED PEDESTRIAN CROSSWALK
  - 110 PROPOSED FIRE ACCESS LINE
  - 112 PROPOSED FENCE LINE
  - 115 PROPOSED LOT LINE

- ADA PATH OF TRAVEL
- ▨ FIRE LANE (HATCHED)
- FIRE HYDRANT

**PROJECT DATA:**

SITE 1 AREA:	
GRADE:	45.29 AC
S.U.V. DEDICATION:	1,375.09 SF
NET:	44.92 AC
BLDG FOOTPRINT:	1,824,700 SF
BLDG USE:	48,000 SF
WAREHOUSE:	438,000 SF
OFFICE:	44,000 SF
COVERAGE:	80%
GROUP:	47%
NET:	38%
<b>PARKING PROVIDED:</b>	
WAREHOUSE:	11,000 SF
OFFICE:	1,000 SF
TOTAL:	12,000 STALLS
<b>PARKING PROVIDED:</b>	
AUTO:	945 STALLS
ADA ACCESSIBLE:	21 STALLS
TOTAL:	966 STALLS
<b>TRUCK DOCKS:</b>	
DOCK-HIGH DOORS:	144
GRADE-LEVEL DOORS:	4
SITE 2 AREA:	
GRADE:	18.73 AC
S.U.V. DEDICATION:	818.81 SF
NET:	42.83 AC
BLDG FOOTPRINT:	34,000 SF
BLDG USE:	18,000 SF
WAREHOUSE:	288,738 SF
OFFICE:	15,300 SF
COVERAGE:	30%
GROUP:	48%
NET:	38%
<b>PARKING PROVIDED:</b>	
WAREHOUSE:	11,000 SF
OFFICE:	1,000 SF
TOTAL:	12,000 STALLS
<b>PARKING PROVIDED:</b>	
AUTO:	350 STALLS
ADA ACCESSIBLE:	14 STALLS
TOTAL:	364 STALLS
<b>TRUCK DOCKS:</b>	
DOCK-HIGH DOORS:	50
GRADE-LEVEL DOORS:	2
SITE 3 AREA:	
GRADE:	0.83 AC
S.U.V. DEDICATION:	580.62 SF
NET:	64.078 AC
BLDG FOOTPRINT:	56,000 SF
BLDG USE:	18,000 SF
WAREHOUSE:	288,738 SF
OFFICE:	15,300 SF
COVERAGE:	18%
GROUP:	48%
NET:	38%
<b>PARKING PROVIDED:</b>	
WAREHOUSE:	11,000 SF
OFFICE:	1,000 SF
TOTAL:	12,000 STALLS
<b>PARKING PROVIDED:</b>	
AUTO:	181 STALLS
TRAILER:	181 STALLS

**DEVELOPMENT STANDARDS:**

ZONING:	D-P
MAX. F.A.S.:	0.00
MAX. COVERAGE:	85%
MAX. BLDG. HT.:	35 FT
<b>BUILDING SETBACKS:</b>	
FRONT:	20 FT
SIDE:	0 FT
REAR:	0 FT
<b>LANDSCAPE SETBACKS:</b>	
FRONT:	20 FT
SIDE:	0 FT
REAR:	0 FT
<b>LANDSCAPE REQ.:</b>	
OFF-STREET PARKING:	10%
STANDARDS:	8x10
DRIVE AISLE:	25 FT
OVERHANG:	2 FT
TREE WELL:	5 FT
<b>REQ. PARKING RATIO BY USE:</b>	
WAREHOUSE:	11,000 SF
MANUF.:	1,000 SF
OFFICE:	1,000 SF

- NOTES:**
- 1 CUR REQUIRED FOR WAREHOUSES LARGER THAN 400,000 SF.
  - 2 ADJACENT TO AN ALLEY OR LOCAL STREET - 10 FEET
  - 3 ADJACENT TO A SECONDARY STREET - 15 FEET
  - 4 ADJACENT TO RESIDENTIAL ZONE - 30 FEET
  - 5 NOT ADJACENT TO AN ALLEY OR STREET OR RESIDENTIAL ZONE - 0 FEET
  - 6 INTERIOR SIDE WARD - 15 FEET
  - 7 STREET SIDE AND CORNER - 15 FEET
  - 8 ADJACENT TO RESIDENTIAL ZONE - 30 FEET
  - 9 10% OF PARKING AREA
  - 10 END SPACES TO BE 10x10

1"=110'-0"  
0 55' 110' 220' 440'

SITE PLAN  
SCALE: 1"=110'-0"

**WARE MALCOLM**  
 11500 WARE ROAD  
 HEMET, CA 94305  
 (951) 922-1150  
 WWW.WAREMALCOLM.COM

**NEWLAND SIMPSON ROAD**  
 HEMET, CA

**SITE PLAN**

DATE	REVISION

PATM: C. ADAMS  
 DRAWN BY: N.K.  
 JOB NO.: RW11-0204-00

SHEET  
**A100**

©2015 NEWLAND SIMPSON



Figure 2: Proposed Passenger Vehicle Trip Distribution





Figure 3: Proposed Truck Trip Distribution





Figure 4: WRCOG Low VMT Area Screening

The screenshot displays the WRCOG VMT Tool interface. At the top, it says "WRCOG VMT Tool", "Powered by Fehr & Peers", and "User's Guide". A search bar is present with the text "Find address or place". A sidebar on the left contains navigation icons. The main map area shows a parcel highlighted in orange. A large white dialog box titled "Complete #1-4, Then Click 'Run'" is overlaid on the map. This dialog has two tabs: "Input" and "Output". The "Input" tab contains four numbered instructions and four dropdown menus. The "Output" tab is currently empty. A smaller popup window titled "(2 of 4)" is also open, displaying a table of data for the selected parcel.

**Complete #1-4, Then Click "Run"**

Input

#1. Zoom in on the map to your project location so parcels appear on map. Next, select 'Parcels' from the drop-down. Then click the black square next to the drop-down so you can select the parcel(s) for your project by drawing a simple rectangle over the parcel(s) you need.\*

Parcels (Zoom in to view) [Dropdown] [Black Square] [Red X]

#2. Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.\*

OD VMT Per Service Population [Dropdown]

#3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.\*

2023 [Dropdown]

#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.\*

Below City Baseline (0%) [Dropdown]

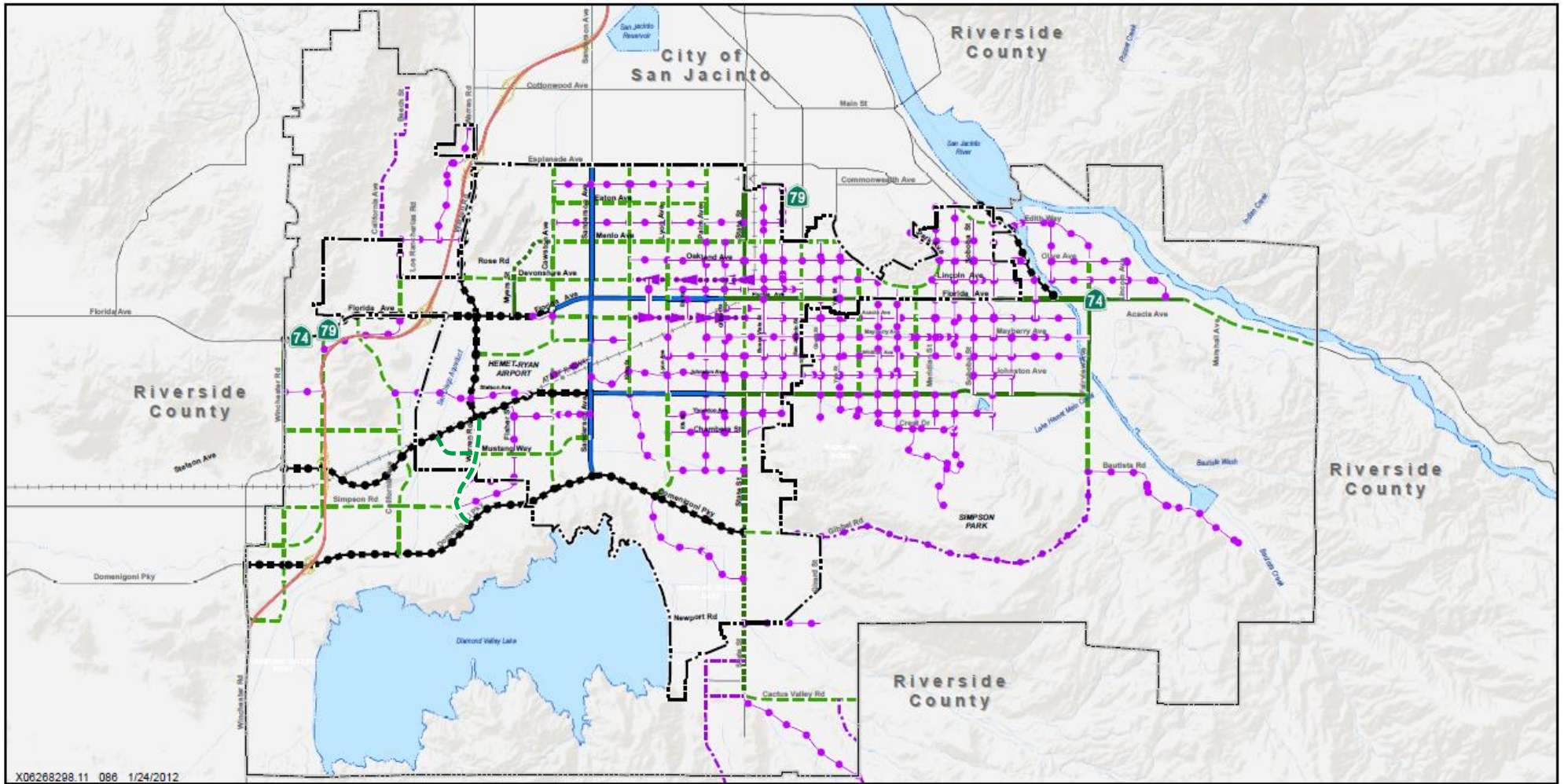
Run

Help


**(2 of 4)**


OBJECTID	1
Assessor Parcel Number (APN)	465140043
Traffic Analysis Zone (TAZ)	731
Community Region	HEMET
Inside a Transit Priority Area (TPA)	No
TAZ VMT	5.5
Jurisdiction VMT	24.5
% Difference	-77.45%
VMT Metric	OD VMT Per Service Population
Threshold	24.5

Zoom to




X06268298.11 086 1/24/2012





**Sources:**  
 Census Tiger Line Data 2005  
 Urban Crossroads 2011  
 ESRI 2010



**LEGEND**

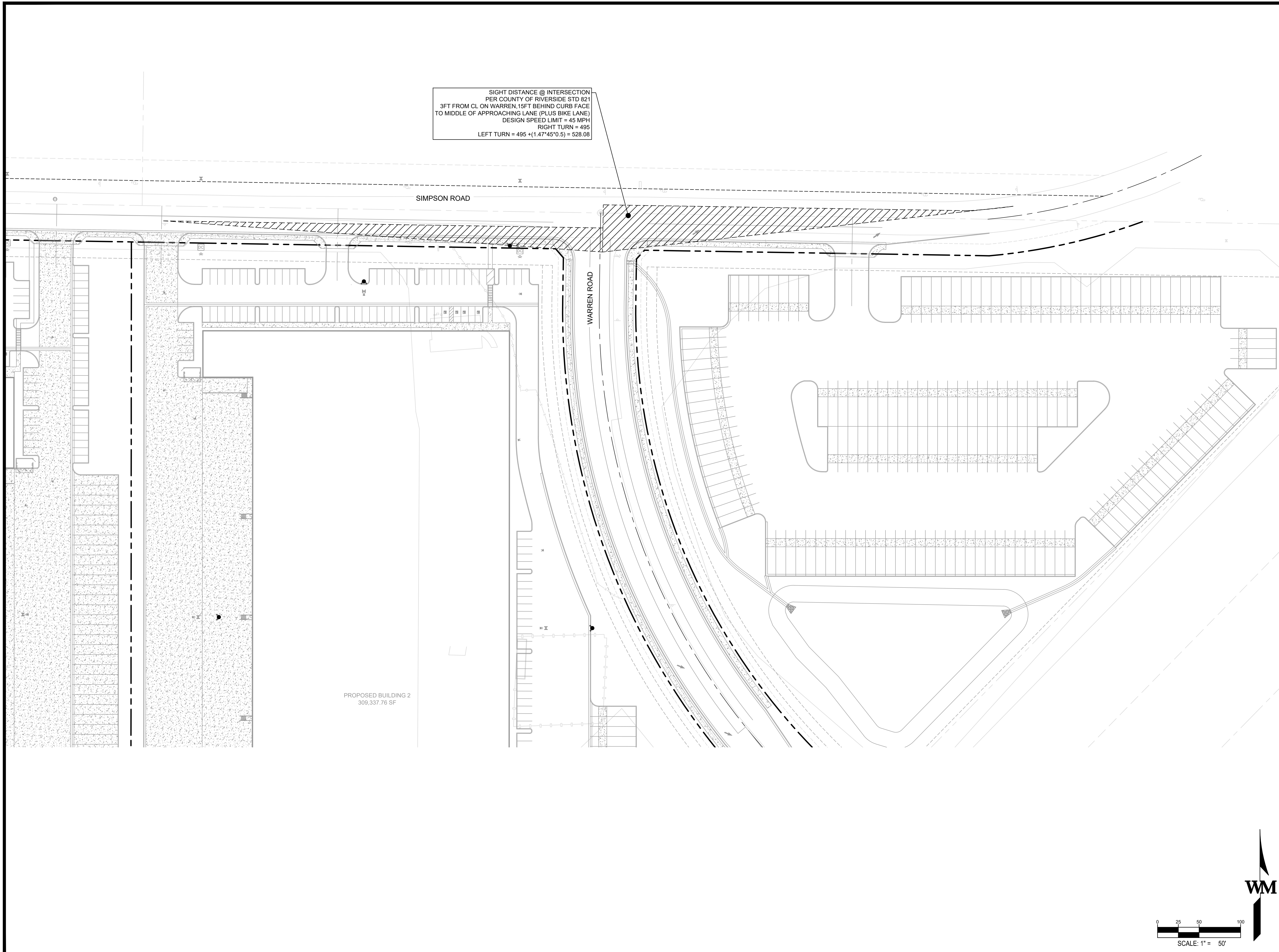
<b>Circulation System</b>	<ul style="list-style-type: none"> <li><span style="color: green;">—</span> Secondary 4U</li> <li><span style="color: purple;">- - -</span> Express Collector 3U</li> <li><span style="color: blue;">—</span> Collector 2U</li> <li><span style="color: green;">—</span> Rural-A 2U</li> <li><span style="color: purple;">- - -</span> Rural-B 2U</li> </ul>	<ul style="list-style-type: none"> <li><span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px;"></span> Hemet City Boundary</li> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Planning Area</li> <li><span style="border-bottom: 1px solid black; width: 15px; display: inline-block;"></span> Street</li> <li><span style="border-bottom: 1px dashed black; width: 15px; display: inline-block;"></span> Railroad</li> <li><span style="border-bottom: 1px solid blue; width: 15px; display: inline-block;"></span> Creek/Canal</li> <li><span style="background-color: lightblue; width: 15px; height: 10px; display: inline-block;"></span> River/Lake</li> </ul>
<ul style="list-style-type: none"> <li><span style="color: black;">- - -</span> Arterial 6D</li> <li><span style="color: blue;">—</span> Major 4D-6D</li> <li><span style="color: green;">—</span> Divided Secondary-A 4D</li> <li><span style="color: purple;">- - -</span> Divided Secondary-B 4D</li> </ul>	<ul style="list-style-type: none"> <li><span style="color: red;">—</span> SR-79 Realignment Expressway</li> <li><span style="color: yellow;">—</span> SR-79 Realignment Ramps</li> </ul>	

Note: The ultimate design and alignment of the proposed Hwy 79 has not yet been adopted and will be determined upon approval of the project by Caltrans and the Riverside County Transportation Commission. The adopted design alternative may result in changes to the circulation network shown on this Figure, including existing and proposed roadway connections in the vicinity of the proposed Hwy 79, and may or may not include the Tres Cerritos Avenue off-ramp.

Last Updated:  
 GPA 15-002 February 23, 2021

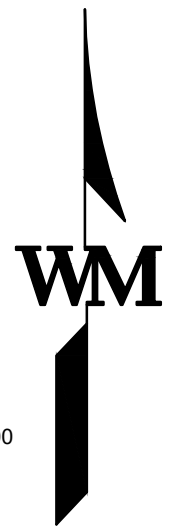
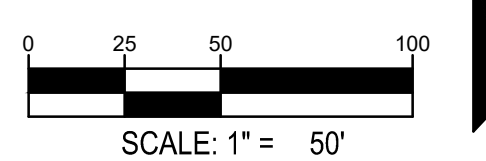
**Figure 4.1**  
**ROADWAY CIRCULATION**  
**MASTER PLAN**  
 Hemet General Plan





SIGHT DISTANCE @ INTERSECTION  
 PER COUNTY OF RIVERSIDE STD 821  
 3FT FROM CL ON WARREN, 15FT BEHIND CURB FACE  
 TO MIDDLE OF APPROACHING LANE (PLUS BIKE LANE)  
 DESIGN SPEED LIMIT = 45 MPH  
 RIGHT TURN = 495  
 LEFT TURN = 495 + (1.47\*45\*0.5) = 528.08

PROPOSED BUILDING 2  
 309,337.76 SF



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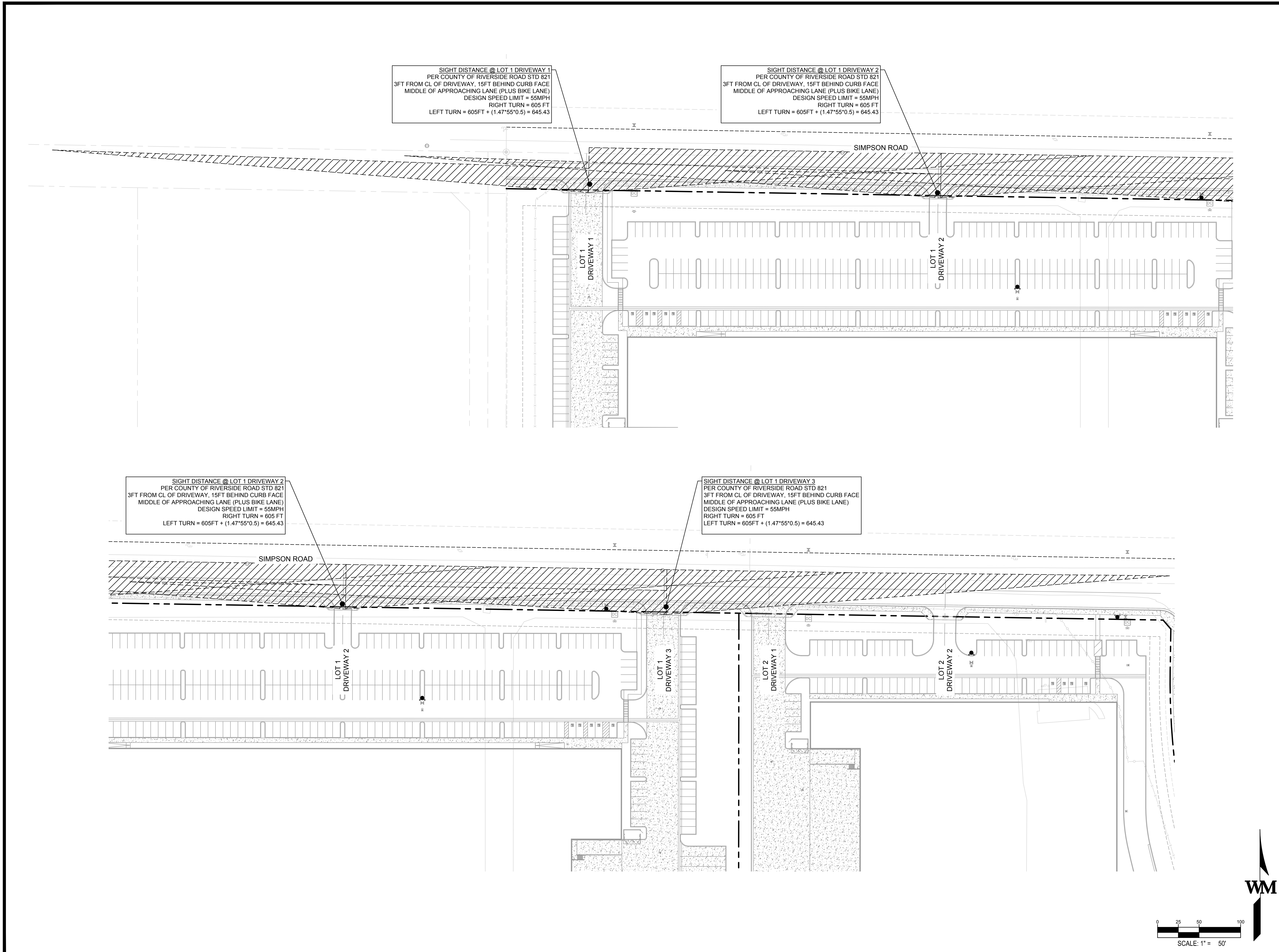
**NEWLAND SIMPSON HEMET**  
**SIGHT DISTANCE EXHIBIT**  
 35655 SIMPSON RD  
 CITY OF HEMET, COUNTY OF RIVERSIDE, CA

WARREN RD & SIMPSON RD		REMARKS
NO.	DATE	PER SIGHT DISTANCE CALC REV
01	09/11/23	

JOB NO.:	IRV21-0204
PA / PM:	L. COORSBIE
DESIGNED:	C. PATTERSON
DATE:	07/25/23
PLOT DATE:	09/13/23

SHEET  
**EX-01**  
 Sheet 01 of 04

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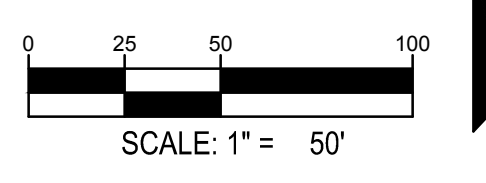


SIGHT DISTANCE @ LOT 1 DRIVEWAY 1  
 PER COUNTY OF RIVERSIDE ROAD STD 821  
 3FT FROM CL OF DRIVEWAY, 15FT BEHIND CURB FACE  
 MIDDLE OF APPROACHING LANE (PLUS BIKE LANE)  
 DESIGN SPEED LIMIT = 55MPH  
 RIGHT TURN = 605 FT  
 LEFT TURN = 605FT + (1.47\*55\*0.5) = 645.43

SIGHT DISTANCE @ LOT 1 DRIVEWAY 2  
 PER COUNTY OF RIVERSIDE ROAD STD 821  
 3FT FROM CL OF DRIVEWAY, 15FT BEHIND CURB FACE  
 MIDDLE OF APPROACHING LANE (PLUS BIKE LANE)  
 DESIGN SPEED LIMIT = 55MPH  
 RIGHT TURN = 605 FT  
 LEFT TURN = 605FT + (1.47\*55\*0.5) = 645.43

SIGHT DISTANCE @ LOT 1 DRIVEWAY 2  
 PER COUNTY OF RIVERSIDE ROAD STD 821  
 3FT FROM CL OF DRIVEWAY, 15FT BEHIND CURB FACE  
 MIDDLE OF APPROACHING LANE (PLUS BIKE LANE)  
 DESIGN SPEED LIMIT = 55MPH  
 RIGHT TURN = 605 FT  
 LEFT TURN = 605FT + (1.47\*55\*0.5) = 645.43

SIGHT DISTANCE @ LOT 1 DRIVEWAY 3  
 PER COUNTY OF RIVERSIDE ROAD STD 821  
 3FT FROM CL OF DRIVEWAY, 15FT BEHIND CURB FACE  
 MIDDLE OF APPROACHING LANE (PLUS BIKE LANE)  
 DESIGN SPEED LIMIT = 55MPH  
 RIGHT TURN = 605 FT  
 LEFT TURN = 605FT + (1.47\*55\*0.5) = 645.43



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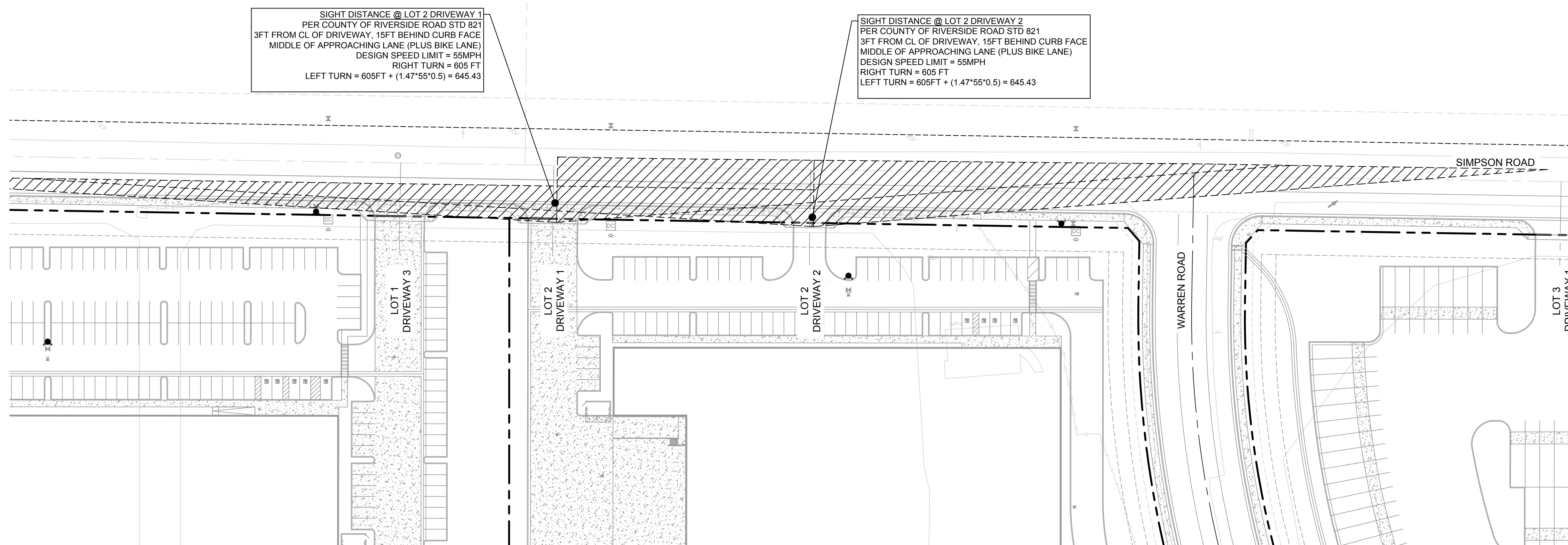
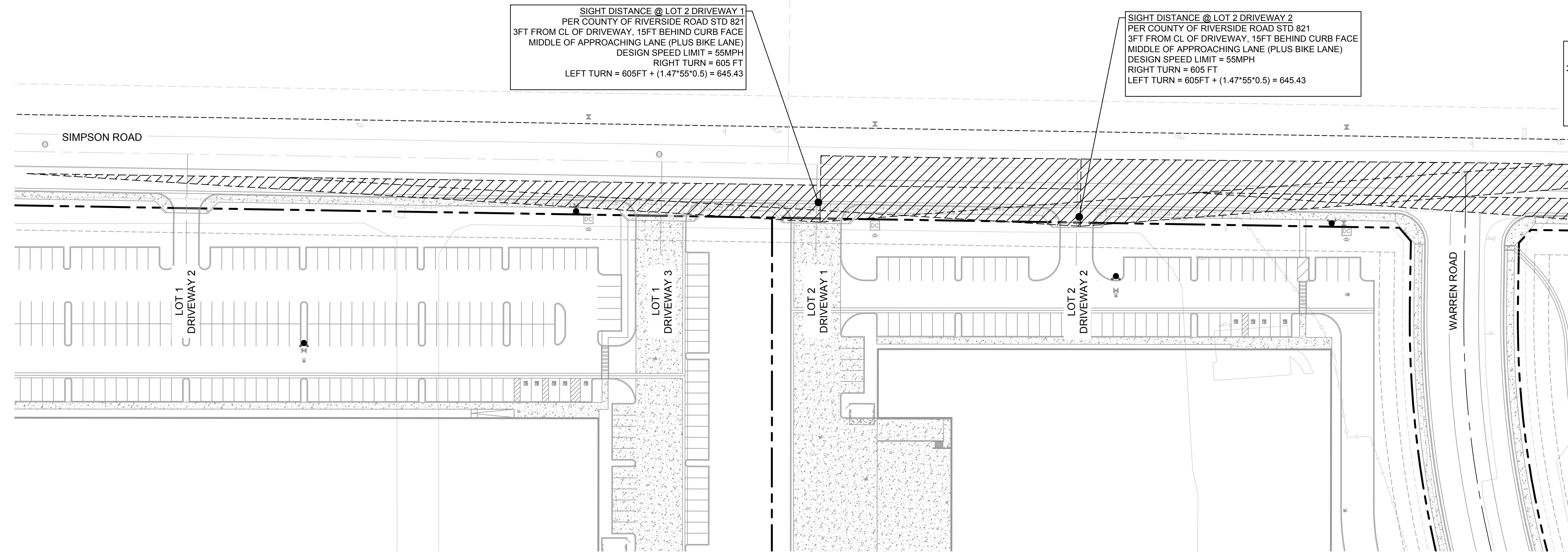
**NEWLAND SIMPSON HEMET  
 SIGHT DISTANCE EXHIBIT**  
 35655 SIMPSON RD  
 CITY OF HEMET, COUNTY OF RIVERSIDE, CA

DRIVEWAY - LOT 1		REMARKS
NO.	DATE	PER SIGHT DISTANCE CALC REV
01	09/11/23	

JOB NO.:	IRV21-0204
PA / PM:	L. COORSBIE
DESIGNED:	C. PATTERSON
DATE:	07/25/23
PLOT DATE:	09/12/23

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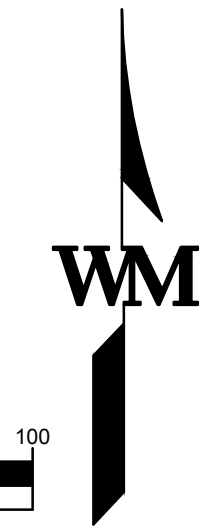
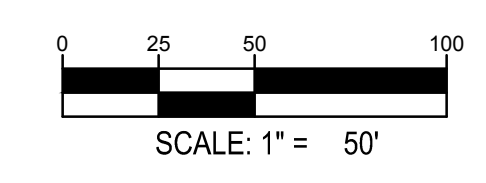
**NEWLAND SIMPSON HEMET**  
**SIGHT DISTANCE EXHIBIT**  
 35655 SIMPSON RD  
 CITY OF HEMET, COUNTY OF RIVERSIDE, CA

DRIVEWAY - LOT 2

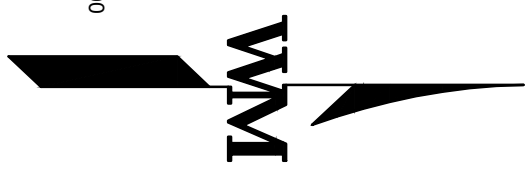
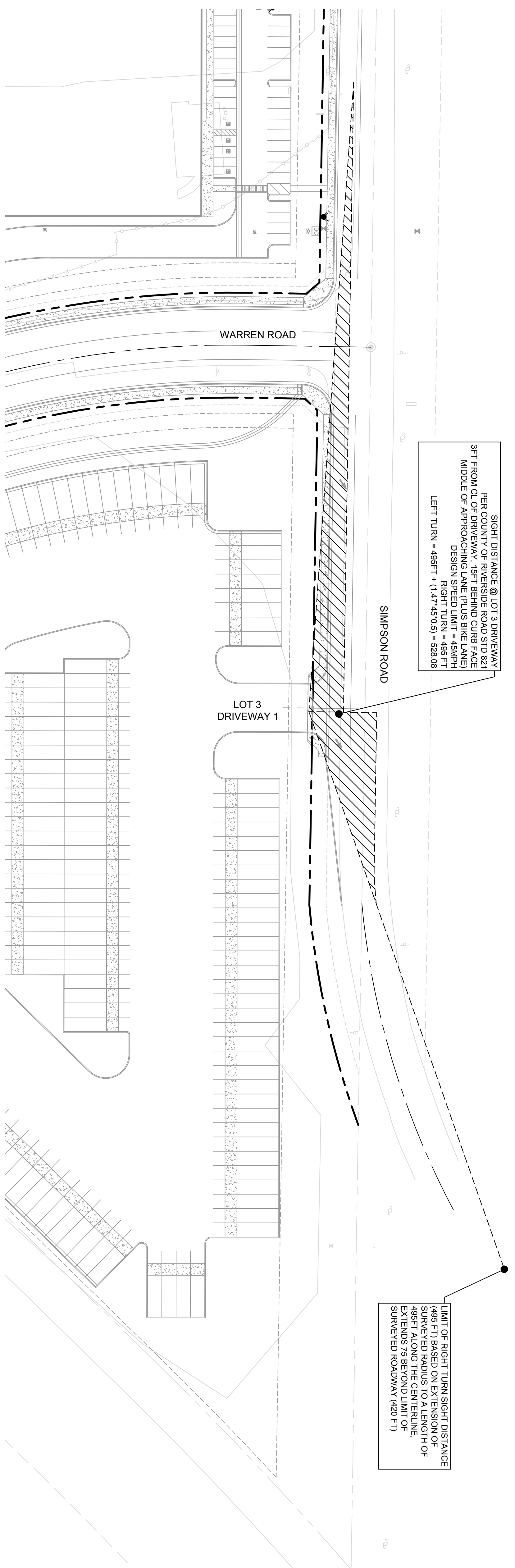
NO.	DATE	REMARKS

JOB NO.:	IRV21-0204
PA / PM:	L. COORSBIE
DESIGNED:	C. PATTERSON
DATE:	09/12/23
PLOT DATE:	09/12/23

SHEET  
**EX-03**  
 Sheet 03 of 04



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DRIVEWAY - LOT 3		
NO.	DATE	REMARKS

**NEWLAND SIMPSON HEMET**  
**SIGHT DISTANCE EXHIBIT**  
 35655 SIMPSON RD  
 CITY OF HEMET, COUNTY OF RIVERSIDE, CA

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 p 949.660.9128  
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JOB NO.: IRV21-0204  
 PA / PM: L. COORSBIE  
 DESIGNED: C. PATTERSON  
 DATE: 09/17/23  
 PLOT DATE: 09/17/23

SHEET  
**EX-04**

Sheet 04 of 04

NOT FOR CONSTRUCTION



---

*APPENDIX B – COUNT SHEETS*

---

**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC, tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 19, 23  
 LOCATION: NORTH & SOUTH: Hemet  
 EAST & WEST: SR-79 SR-74  
 PROJECT #: SC3960  
 LOCATION #: 1  
 CONTROL: SIGNAL

NOTES:

AM  
PM  
MD  
OTHER  
TIME

▲ N
◀ W
▼ S

E ▶

Add U-Turns to Left Turns

	NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND SR-74			WESTBOUND SR-74			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	21	4	74	1	3	3	2	152	21	125	186	4	596
7:15 AM	32	3	75	7	6	0	3	182	27	120	239	7	701
7:30 AM	21	4	74	7	4	0	4	174	32	114	227	8	669
7:45 AM	20	3	90	6	3	1	1	229	38	114	177	9	691
8:00 AM	21	8	82	7	6	0	3	186	23	114	130	5	585
8:15 AM	24	1	79	7	6	0	4	174	14	117	161	8	595
8:30 AM	21	1	75	2	4	2	1	206	24	89	154	2	581
8:45 AM	22	1	74	0	5	0	1	178	21	97	159	4	562
VOLUMES	182	25	623	37	37	6	19	1,481	200	890	1,433	47	4,980
APPROACH %	22%	3%	75%	46%	46%	8%	1%	87%	12%	38%	60%	2%	
APP/DEPART	830	/	90	80	/	1,124	1,700	/	2,144	2,370	/	1,622	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	94	14	313	21	16	4	10	737	118	473	829	28	2,657
APPROACH %	22%	3%	74%	51%	39%	10%	1%	85%	14%	36%	62%	2%	
PEAK HR FACTOR	0.931			0.788			0.807			0.908			0.948
APP/DEPART	421	/	52	41	/	606	865	/	1,072	1,330	/	927	0
4:00 PM	38	3	122	3	1	3	3	235	23	118	205	6	760
4:15 PM	27	1	118	3	1	0	4	282	32	80	176	2	726
4:30 PM	29	7	124	6	2	0	3	212	23	112	224	7	749
4:45 PM	29	1	137	3	5	1	5	266	27	93	167	7	741
5:00 PM	36	0	124	4	5	1	5	248	21	93	205	12	754
5:15 PM	34	5	124	8	3	3	10	237	22	101	229	3	779
5:30 PM	34	1	102	6	5	2	3	217	14	99	207	9	699
5:45 PM	30	2	112	3	4	2	3	192	20	104	194	5	671
VOLUMES	257	20	963	36	26	12	36	1,889	182	800	1,607	51	5,879
APPROACH %	21%	2%	78%	49%	35%	16%	2%	90%	9%	33%	65%	2%	
APP/DEPART	1,240	/	100	74	/	1,006	2,107	/	2,890	2,458	/	1,883	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	128	13	509	21	15	5	23	963	93	399	825	29	3,023
APPROACH %	20%	2%	78%	51%	37%	12%	2%	89%	9%	32%	66%	2%	
PEAK HR FACTOR	0.973			0.732			0.905			0.913			0.970
APP/DEPART	650	/	61	41	/	506	1,079	/	1,494	1,253	/	962	0

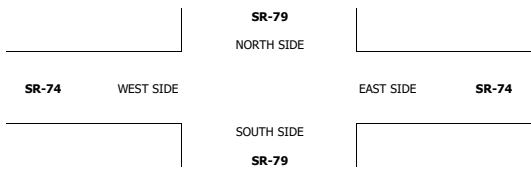
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	2	2
0	0	1	3	4

RTOR			
NRR	SRR	ERR	WRR
39	2	4	0
51	0	6	0
48	0	13	1
39	1	16	1
37	0	11	0
29	0	4	1
40	1	6	0
37	0	5	1
320	4	65	4

177	3	39	2
-----	---	----	---

0	0	0	0	0
0	0	1	0	1
0	0	2	0	2
0	0	0	1	1
0	0	1	0	1
0	0	1	0	1
47	1	8	2	
42	0	10	0	
41	1	5	2	
51	0	11	2	
365	5	82	9	

191	1	43	5
-----	---	----	---

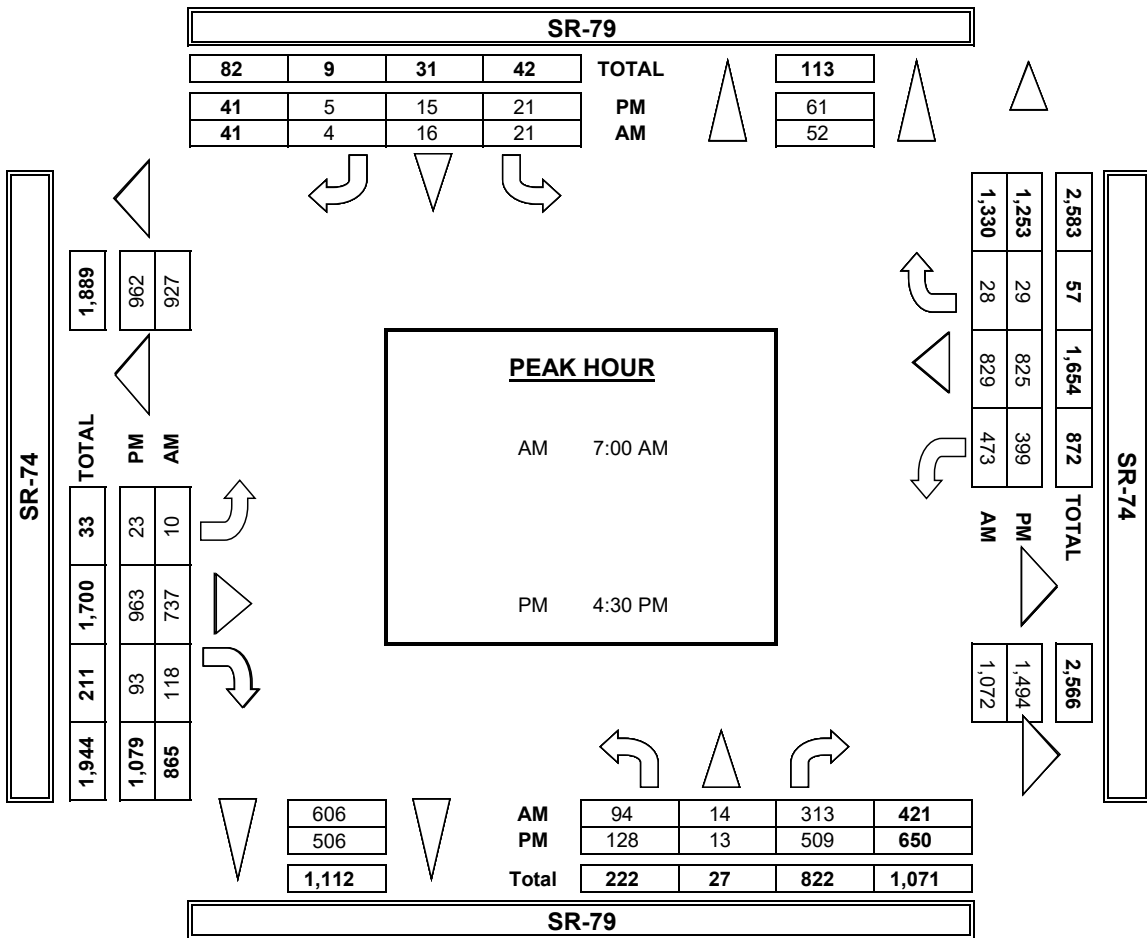
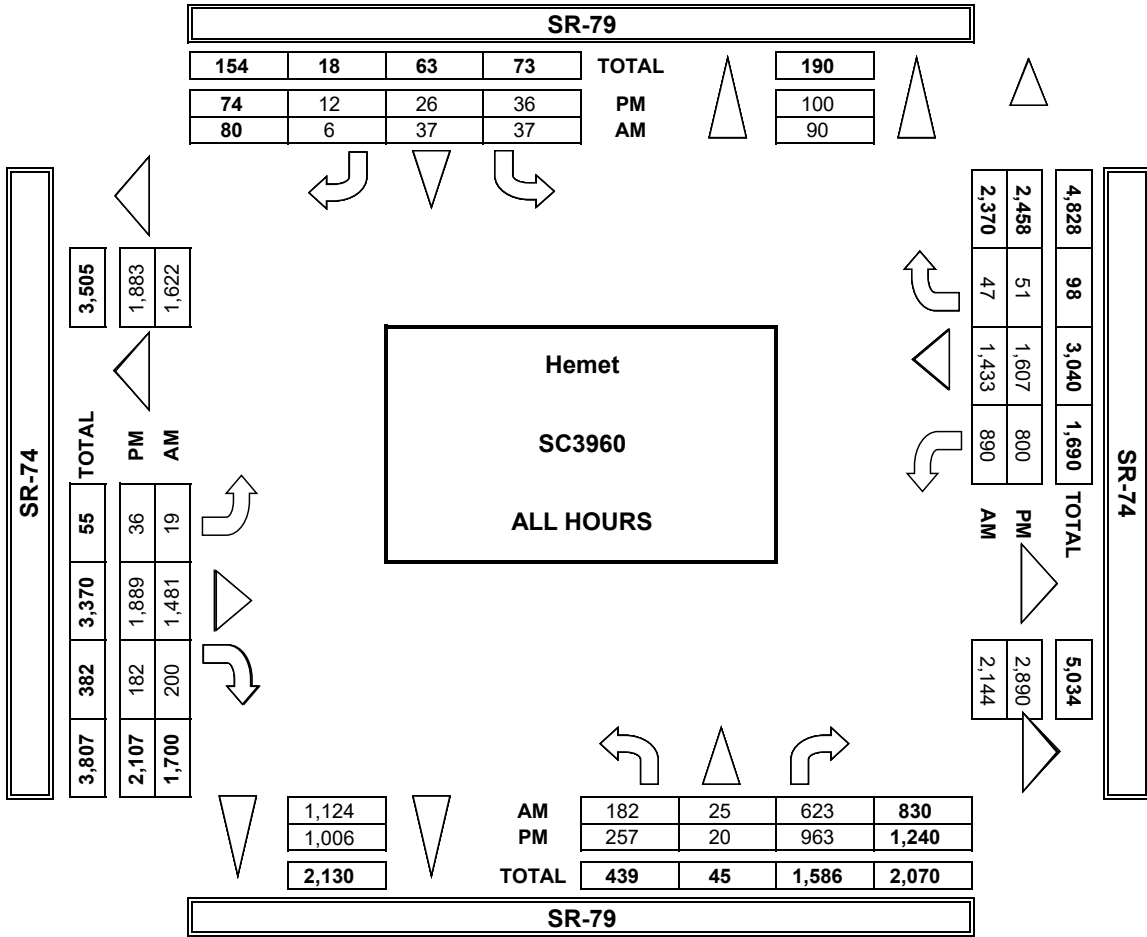


	ALL PED AND BIKE			
	E SIDE	W SIDE	S SIDE	N SIDE
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	1	0
7:45 AM	0	0	0	0
8:00 AM	0	2	1	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	0	2	2	0
4:00 PM	0	2	0	0
4:15 PM	0	1	1	1
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	1	0
5:30 PM	0	1	1	0
5:45 PM	0	2	1	0
TOTAL	0	6	4	1

	PEDESTRIAN CROSSINGS			
	E SIDE	W SIDE	S SIDE	N SIDE
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	1	0
7:45 AM	0	0	0	0
8:00 AM	0	2	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	0	2	1	0
4:00 PM	0	2	0	0
4:15 PM	0	1	1	1
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	1	0
5:30 PM	0	1	0	0
5:45 PM	0	2	1	0
TOTAL	0	6	3	1

	BICYCLE CROSSINGS			
	ES	WS	SS	NS
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	1	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	0	0	1	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	1	0
5:30 PM	0	0	1	0
5:45 PM	0	0	0	0
TOTAL	0	0	1	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

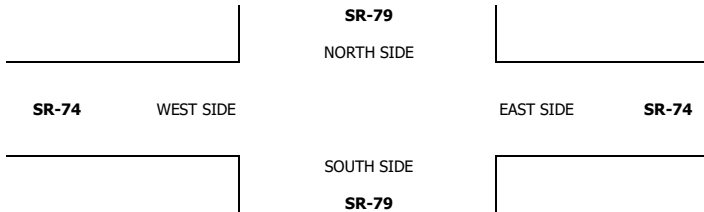
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 4/19/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Hemet SR-79 SR-74	PROJECT #: LOCATION #: CONTROL:	SC3960 1 SIGNAL
-------------------------------	---	-------------------------	---------------------------------------	-----------------------

PCE Adjusted	<b>NOTES:</b>											AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9	10		
	Factor	1	1.5	2	3	2	2	3	4	5	6		

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS					
	SR-79			SR-79			SR-74			SR-74				TOTAL	NB	SB	EB	WB	TTL
	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 0							

	AM																			
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR VOLUMES		APPROACH %	PEAK HR FACTOR	APP/DEPART				
	26	4	78	1	3	3	3	184	25	130	215	5	675						0	
	38	3	81	7	7	0	5	215	31	127	257	8	777						0	
	28	4	83	7	4	0	5	197	37	124	243	11	742						0	
	21	4	99	6	3	3	1	263	43	123	194	13	770						0	
	26	9	95	8	7	0	3	210	26	128	141	5	654						0	
	26	1	89	7	8	0	6	204	19	126	183	9	676						0	
	23	1	81	2	5	3	1	237	25	98	171	2	647						0	
	29	2	82	0	5	0	1	211	22	109	185	4	647						0	
	216	27	686	38	41	9	24	1,718	226	963	1,587	55	5,586	0	0	0	0	0	0	
	23%	3%	74%	43%	47%	10%	1%	87%	11%	37%	61%	2%								
	928	/	105	87	/	1,229	1,968	/	2,441	2,604	/	1,812	0							
	113	15	340	21	17	6	13	857	136	503	909	35	2,963							
	118	15	353	22	17	6	14	891	141	523	945	36								
	24%	3%	73%	48%	38%	14%	1%	85%	13%	35%	63%	2%								
	0.949				0.806				0.821				0.925	0.954						
	467	/	63	44	/	655	1,006	/	1,218	1,447	/	1,028	0							
	41	3	130	3	1	3	4	259	24	130	224	7	827						0	
	28	1	126	3	1	0	5	300	33	84	192	2	774						0	
	34	10	128	6	2	0	3	224	25	118	240	7	795						0	
	30	1	144	5	6	1	5	286	27	96	175	8	783						0	
	39	0	136	4	5	2	5	261	23	97	211	15	797						0	
	36	5	129	8	3	3	11	251	26	106	251	3	830						0	
	40	1	107	7	5	4	3	231	15	104	224	11	751						0	
	36	2	121	3	4	3	3	205	22	112	202	5	717						0	
	284	23	1,019	39	27	15	38	2,016	194	845	1,717	58	6,271	0	0	0	0	0	0	
	21%	2%	77%	48%	33%	19%	2%	90%	9%	32%	66%	2%								
	1,325	/	118	80	/	1,066	2,248	/	3,073	2,619	/	2,015	0							
	139	16	536	23	16	6	24	1,021	101	416	876	33	3,203							
	145	16	557	24	16	6	24	1,062	105	432	911	34								
	20%	2%	78%	52%	35%	13%	2%	89%	9%	31%	66%	2%								
	0.986				0.786				0.902				0.909	0.965						
	690	/	72	44	/	532	1,145	/	1,580	1,324	/	1,021	0							





**INTERSECTION TURNING MOVEMENT COUNTS**

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Hemet  
SR-74  
SR-74

PREPARED BY: AlimTD LLC, tel: 714 253 7888 c@alimtd.com

PROJECT #: SC3960  
LOCATION #: 1  
CONTROL: SIGNAL

CLASS 1: PASSENGER VEHICLES	NOTES:																														
	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <td style="padding: 2px;">AM</td><td style="padding: 2px;">PM</td><td style="padding: 2px;">▲</td><td style="padding: 2px;">▶</td><td style="padding: 2px;">▼</td></tr> <tr> <td style="padding: 2px;">▲</td><td style="padding: 2px;">◀</td><td style="padding: 2px;">W</td><td style="padding: 2px;">▶</td><td style="padding: 2px;">E</td></tr> <tr> <td style="padding: 2px;">▶</td><td style="padding: 2px;">◀</td><td style="padding: 2px;">S</td><td style="padding: 2px;">▶</td><td style="padding: 2px;">▶</td></tr> <tr> <td style="padding: 2px;">OTHER</td><td style="padding: 2px;">OTHER</td><td style="padding: 2px;">OTHER</td><td style="padding: 2px;">OTHER</td><td style="padding: 2px;">OTHER</td></tr> </table>												AM	PM	▲	▶	▼	▲	◀	W	▶	E	▶	◀	S	▶	▶	OTHER	OTHER	OTHER	OTHER
AM	PM	▲	▶	▼																											
▲	◀	W	▶	E																											
▶	◀	S	▶	▶																											
OTHER	OTHER	OTHER	OTHER	OTHER																											

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NR	NT	NL	SR	ST	SL	ER	ET	EL	WR	WT	WR	

	SR-74														
7:00 AM	17	4	68	1	3	3	3	1	1	1	3	1	157	3	511
7:15 AM	27	3	69	7	5	0	2	2	152	22	111	216	118	6	620
7:30 AM	14	4	68	7	4	0	3	147	25	106	205	5	589	0	589
7:45 AM	18	2	81	6	3	0	1	194	33	107	158	5	608	0	608
8:00 AM	16	7	69	6	4	0	3	162	20	101	118	5	511	0	511
8:15 AM	20	1	70	7	4	0	2	148	11	103	137	7	510	0	510
8:30 AM	18	1	68	2	3	1	1	177	23	79	139	2	514	0	514
8:45 AM	18	0	68	0	5	0	1	144	19	85	122	4	466	0	466
VOLUMES	148	22	561	36	31	4	14	1,244	169	810	1,252	38	4,329	0	4,329
APPROACH %	20%	3%	77%	51%	44%	6%	1%	87%	12%	39%	60%	2%		0	
APP/DEPART	731	/	73	71	/	1,008	1,427	/	1,843	2,100	/	1,405	0	0	0
BEGIN PEAK HR															
VOLUMES	76	13	286	21	15	3	7	613	96	441	736	20	2,328	0	2,328
APPROACH %	20%	3%	76%	54%	38%	8%	1%	86%	13%	37%	61%	2%		0	
PEAK HR FACTOR	0.928	/	0.928	0.813	/	0.813	0.785	/	0.785	0.899	/	0.899	0.939	0	0.939
APP/DEPART	375	/	40	39	/	552	716	/	921	1,198	/	815	0	0	0

U-TURNS						
NB	SB	EB	WB	TTL		

0	0	0	0	0	0	0
0	0	1	0	1	1	1
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	1	0	1	1	1
0	0	0	0	0	0	0
0	0	1	0	1	1	1
0	0	0	0	0	0	0
0	0	7	2	9	2	9

RTOR				
NRR	SRR	FRR	WRR	

0	0	0	0	0
36	2	4	0	0
48	0	6	0	0
45	0	10	1	1
38	0	15	1	1
32	0	10	0	0
25	0	3	1	1
39	0	6	0	0
33	0	5	1	1
296	2	59	4	4

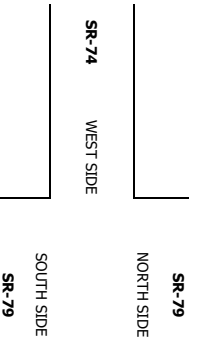
AM													
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NR	NT	NL	SR	ST	SL	ER	ET	EL	WR	WT	WR	

	SR-74														
4:00 PM	33	3	111	3	1	3	2	211	21	107	180	5	680	0	680
4:15 PM	25	1	106	3	1	0	3	258	30	76	158	7	663	0	663
4:30 PM	23	5	119	6	2	0	3	195	20	105	202	7	687	0	687
4:45 PM	27	1	127	2	4	1	5	241	27	87	153	6	681	0	681
5:00 PM	33	0	117	4	5	0	5	232	20	90	195	10	711	0	711
5:15 PM	30	5	118	8	3	3	9	212	20	96	209	3	716	0	716
5:30 PM	31	1	104	5	3	1	3	202	12	93	180	8	647	0	647
5:45 PM	25	2	104	3	4	1	3	177	17	97	185	5	623	0	623
VOLUMES	227	18	898	34	25	9	33	1,728	167	751	1,472	46	5,408	0	5,408
APPROACH %	20%	2%	79%	50%	37%	13%	2%	90%	9%	33%	65%	2%		0	
APP/DEPART	1,143	/	90	68	/	941	1,928	/	2,662	2,269	/	1,715	0	0	0
BEGIN PEAK HR															
VOLUMES	113	11	481	20	14	4	18	880	87	377	759	26	2,795	0	2,795
APPROACH %	19%	2%	80%	53%	37%	11%	2%	89%	9%	32%	65%	2%		0	
PEAK HR FACTOR	0.976	/	0.976	0.679	/	0.679	0.906	/	0.906	0.926	/	0.926	0.976	0	0.976
APP/DEPART	605	/	55	38	/	478	989	/	1,382	1,163	/	880	0	0	0

0	0	0	0	0	0	0
0	0	1	0	1	1	1
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	1	1	1	1
0	0	0	0	0	0	0
0	0	1	0	1	1	1
0	0	0	0	0	0	0
0	0	1	0	1	1	1
0	0	0	0	0	0	0
0	0	7	2	9	2	9

40	3	7	0	0
39	0	15	0	0
39	0	7	1	1
57	0	17	2	2
42	0	8	0	0
39	0	9	0	0
38	0	5	0	0
46	0	10	2	2
340	3	78	9	9

177	0	41	5
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### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY

LOCATION: NORTH & SOUTH:  
 EAST & WEST:

PREPARED BY: AlimTD LLC, Tel: 714 253 7888 cse@alimtd.com

PROJECT #: SC3960  
 LOCATION #: 1  
 CONTROL: SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM				PM			
		PM	MID	OTHER	OTHER	PM	MID	OTHER	OTHER
		▲	▲	▲	▲	▲	▲	▲	▲
		◀	◀	◀	◀	◀	◀	◀	◀
		◀	◀	◀	◀	◀	◀	◀	◀
		◀	◀	◀	◀	◀	◀	◀	◀

NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
SR-79				SR-79				SR-74				SR-74			
LN	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WL	WT	WR	TOTAL

AM															
LANES:	1	0.5	0.5	1	1	0	1	1	3	1	1	1	2	0	
7:00 AM	2	0	5	0	0	0	1	17	4	6	15	1	1	51	
7:15 AM	2	0	3	0	1	0	1	15	4	7	12	1	1	45	
7:30 AM	4	0	2	0	0	0	1	19	6	2	16	1	0	51	
7:45 AM	2	1	3	0	0	0	0	19	3	3	12	3	0	46	
8:00 AM	3	1	7	1	2	0	0	13	1	7	7	0	0	42	
8:15 AM	4	0	4	0	1	0	1	12	1	12	14	1	0	50	
8:30 AM	2	0	4	0	1	1	0	12	1	7	7	0	0	35	
8:45 AM	1	1	3	0	0	0	2	19	2	5	29	0	0	60	
VOLUMES	20	3	31	1	5	1	1	126	22	49	112	7	7	380	
BEGIN PEAK HR	54	6%	57%	14%	71%	14%	2%	83%	15%	29%	67%	4%	0	133	0
VOLUMES	10	1	13	0	0	0	2	70	17	18	55	6	6	193	
APPROACH %	42%	4%	54%	0%	100%	0%	2%	79%	19%	23%	70%	8%	8%	0.946	
PEAK HR FACTOR	0.857	/	/	0.250	/	/	0.856	/	/	0.898	/	/	/	0.946	
APP/DEPART	24	9	9	1	1	36	89	83	79	79	65	0	0	0	

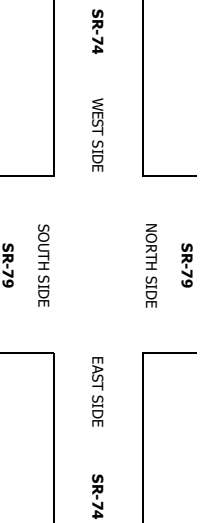
U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	
2	0	0	0	0
2	0	0	0	0
0	0	0	0	0
1	0	0	1	0
4	0	0	0	0
1	0	1	0	0
0	0	0	0	0
0	1	0	0	0
3	0	1	0	0
13	1	5	0	0

PM															
APP/DEPART	24	9	9	1	1	36	89	83	79	79	65	0	0	0	
4:00 PM	5	0	9	0	0	0	1	14	2	5	17	0	0	53	
4:15 PM	2	0	10	0	0	0	1	18	2	2	11	0	0	46	
4:30 PM	4	1	3	0	0	0	0	12	3	5	17	0	0	45	
4:45 PM	2	0	8	0	1	0	0	15	0	6	12	1	0	45	
5:00 PM	2	0	1	0	0	0	0	12	0	1	8	0	0	25	
5:15 PM	4	0	5	0	0	0	1	23	0	3	9	0	0	45	
5:30 PM	0	0	0	0	0	0	0	10	2	4	4	0	0	33	
5:45 PM	2	0	4	0	0	1	0	10	3	4	6	0	0	30	
VOLUMES	21	1	45	1	1	2	3	114	12	30	91	1	1	322	
APPROACH %	31%	1%	67%	25%	25%	50%	2%	88%	9%	25%	75%	1%	1%	0.889	
APP/DEPART	67	5	5	4	4	43	129	160	122	114	114	0	0	0	
BEGIN PEAK HR	12	1	17	0	0	1	1	62	3	15	46	1	1	160	
VOLUMES	40%	3%	57%	0%	50%	50%	2%	94%	5%	24%	74%	2%	2%	0.889	
APPROACH %	0.750	/	/	0.500	/	/	0.688	/	/	0.705	/	/	/	0.889	
PEAK HR FACTOR	30	/	/	2	/	/	79	/	/	62	/	/	/	59	
APP/DEPART	30	/	/	2	/	/	66	/	/	79	/	/	/	59	

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	
2	0	0	0	0
2	0	0	1	0
2	0	0	0	0
2	0	0	0	0
1	1	0	0	0
2	0	0	0	0
2	0	0	0	0
1	0	0	0	0
1	0	1	0	0
12	1	3	0	0





### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY  
 LOCATION: NORTH & SOUTH: EAST & WEST:  
 PROJECT #: SC3960  
 LOCATION #: 1  
 CONTROL: SIGNAL

PREPARED BY: AlimTD LLC, Tel: 714 253 7888 cse@alimtd.com

HEMET  
 SR-79  
 SR-74

<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>	AM PM MID OTHER OTHER	▲ N ◀ W S ▶ E ▶
--	---------------	-----------------------------------	--------------------------

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WL	WT	WR		
LANES:	1	0.5	0.5	1	1	0	1	3	1	1	2	0	1	2	0		
<b>7:00 AM</b>	2	0	0	0	0	0	0	8	1	1	7	0	19				
<b>7:15 AM</b>	2	0	1	0	0	0	1	10	1	1	1	0	17				
<b>7:30 AM</b>	2	0	4	0	0	0	0	5	1	3	2	1	18				
<b>7:45 AM</b>	0	0	1	0	0	0	0	8	1	1	4	1	19				
<b>8:00 AM</b>	1	0	3	0	0	0	0	6	0	4	2	0	16				
<b>8:15 AM</b>	0	0	3	0	0	0	0	10	2	1	5	0	21				
<b>8:30 AM</b>	0	0	1	0	0	0	0	8	0	2	5	0	16				
<b>8:45 AM</b>	3	0	3	0	0	0	0	8	0	4	3	0	21				
<b>VOLUMES</b>	10	0	16	0	0	0	1	63	6	19	29	2	147				
<b>APPROACH %</b>	38%	0%	62%	0%	0%	100%	1%	90%	9%	38%	58%	4%					
<b>APP/DEPART</b>	26	7	3	1	1	25	70	79	50	40	0	0					
<b>BEGIN PEAK HR</b>	6	0	6	0	0	0	1	31	4	8	14	2	73				
<b>VOLUMES</b>	50%	0%	50%	0%	0%	100%	3%	86%	11%	33%	58%	8%					
<b>APPROACH %</b>	0.500	0.500	0.500	0.250	0.250	1.00%	0.750	0.750	0.750	0.750	0.750	0.961					
<b>PEAK HR FACTOR</b>	12	0	3	1	1	12	36	37	24	21	0	0	0.961				
<b>APP/DEPART</b>	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	APP/DEPART								
<b>PM</b>	0	0	1	1	0	0	0	7	0	3	2	0	13				
<b>BEGIN PEAK HR</b>	2	1	7	7	1	0	0	6	3	3	8	1	32				
<b>VOLUMES</b>	20%	10%	70%	70%	100%	0%	0%	67%	33%	25%	67%	8%					
<b>APPROACH %</b>	0.417	0.417	0.250	0.250	0.250	0%	0%	0.563	0.563	0.429	0.429	0.8%	0.667				
<b>PEAK HR FACTOR</b>	10	1	1	1	1	6	9	14	14	12	10	0	0				
<b>APP/DEPART</b>																	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	0
0	0	0	0	0
1	0	0	0	0
3	0	0	0	0
0	1	0	0	0
0	0	0	0	0
0	0	0	0	0
3	0	0	0	0
0	0	0	0	0
1	0	0	0	0
8	1	0	0	0

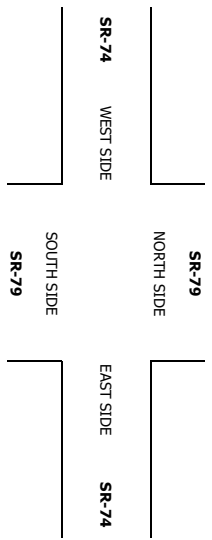
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

4	1	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
1	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4	0	0	0	0
1	0	0	1	0
1	1	0	0	0
3	0	0	0	0
10	1	1	1	0

5	0	1	0	0
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INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23
LOCATION: NORTH & SOUTH: EAST & WEST:
PREPARED BY: AlimTD LLC, tel: 714 253 7888 cs@aimtd.com
PROJECT #: SC3960
LOCATION #: 1
CONTROL: SIGNAL
WEDNESDAY

Table with columns: CLASS 5: RV, NOTES, and directional arrows (N, S, W, E).

Summary table for Northbound, Southbound, Eastbound, and Westbound directions with columns for NL, NT, NR, SL, ST, SR, EL, ET, ER, WL, WT, WR, and TOTAL.

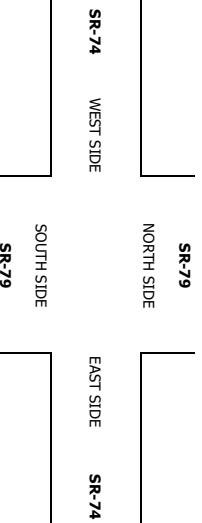
U-TURNS table with columns: NB, SB, EB, WB, TLL.

RTOR table with columns: NRR, SRR, ERR, WRR.

Main data table for AM and PM periods with columns for VOLUMES, APPROACH %, PEAK HR FACTOR, and directional movement counts.

U-TURNS table for PM period.

RTOR table for PM period.





**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC, tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Apr 25, 23 LOCATION: NORTH & SOUTH: EAST & WEST: Hemet SR-39 Simpson PROJECT #: SC3963 LOCATION #: 21 CONTROL: SIGNAL



Add U-Turns to Left Turns

	NORTHBOUND SR-39			SOUTHBOUND SR-39			EASTBOUND Simpson			WESTBOUND Simpson			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	
7:00 AM	13	74	8	0	146	44	24	21	7	46	50	8	441
7:15 AM	7	67	17	2	151	82	54	52	19	21	72	7	551
7:30 AM	10	71	14	2	165	33	23	42	27	27	34	6	454
7:45 AM	11	91	8	4	146	24	32	44	21	31	39	5	456
8:00 AM	10	89	15	6	118	18	37	38	20	16	27	5	399
8:15 AM	10	75	9	5	136	5	15	32	22	18	28	8	363
8:30 AM	10	91	7	4	139	14	14	21	16	16	22	9	363
8:45 AM	12	68	9	7	89	15	11	25	16	14	19	10	295
VOLUMES	83	626	87	30	1,090	235	210	275	148	189	291	58	3,322
APPROACH %	10%	79%	11%	2%	80%	17%	33%	43%	23%	35%	54%	11%	
APP/DEPART	796	/	894	1,355	/	1,428	633	/	392	538	/	608	0
BEGIN PEAK HR VOLUMES	41	303	47	8	608	183	133	159	74	125	195	26	1,902
APPROACH %	10%	77%	12%	1%	76%	23%	36%	43%	20%	36%	56%	8%	
PEAK HR FACTOR	0.889			0.850			0.732			0.832			0.863
APP/DEPART	391	/	462	799	/	807	366	/	214	346	/	419	0
4:00 PM	21	132	30	8	100	13	23	44	14	14	28	7	434
4:15 PM	25	159	33	9	134	24	16	45	15	18	20	9	507
4:30 PM	17	138	26	8	108	30	15	35	20	14	37	4	452
4:45 PM	30	167	33	6	114	32	25	33	10	13	37	7	507
5:00 PM	24	145	40	8	106	22	19	45	14	12	25	8	468
5:15 PM	22	165	36	3	97	24	29	37	18	20	18	7	476
5:30 PM	28	131	48	13	105	19	26	52	10	20	25	6	483
5:45 PM	20	192	59	4	84	13	21	31	12	9	16	8	469
VOLUMES	187	1,229	305	59	848	177	174	322	113	120	206	56	3,796
APPROACH %	11%	71%	18%	5%	78%	16%	29%	53%	19%	31%	54%	15%	
APP/DEPART	1,721	/	1,459	1,084	/	1,081	609	/	686	382	/	570	0
BEGIN PEAK HR VOLUMES	104	608	157	30	422	97	99	167	52	65	105	28	1,934
APPROACH %	12%	70%	18%	5%	77%	18%	31%	53%	16%	33%	53%	14%	
PEAK HR FACTOR	0.945			0.822			0.903			0.868			0.954
APP/DEPART	869	/	735	549	/	539	318	/	354	198	/	306	0

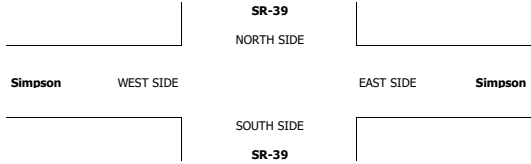
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

RTOR			
NRR	SRR	ERR	WRR
6	16	3	4
8	32	7	5
2	18	13	3
3	11	9	4
4	6	7	3
1	3	12	5
5	5	6	7
3	3	8	4
32	94	65	35

19	77	32	16
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13	4	4	3
11	6	7	4
11	16	8	1
19	13	5	3
10	7	10	3
21	17	9	4
26	12	6	3
19	6	4	3
130	81	53	24

76	49	30	13
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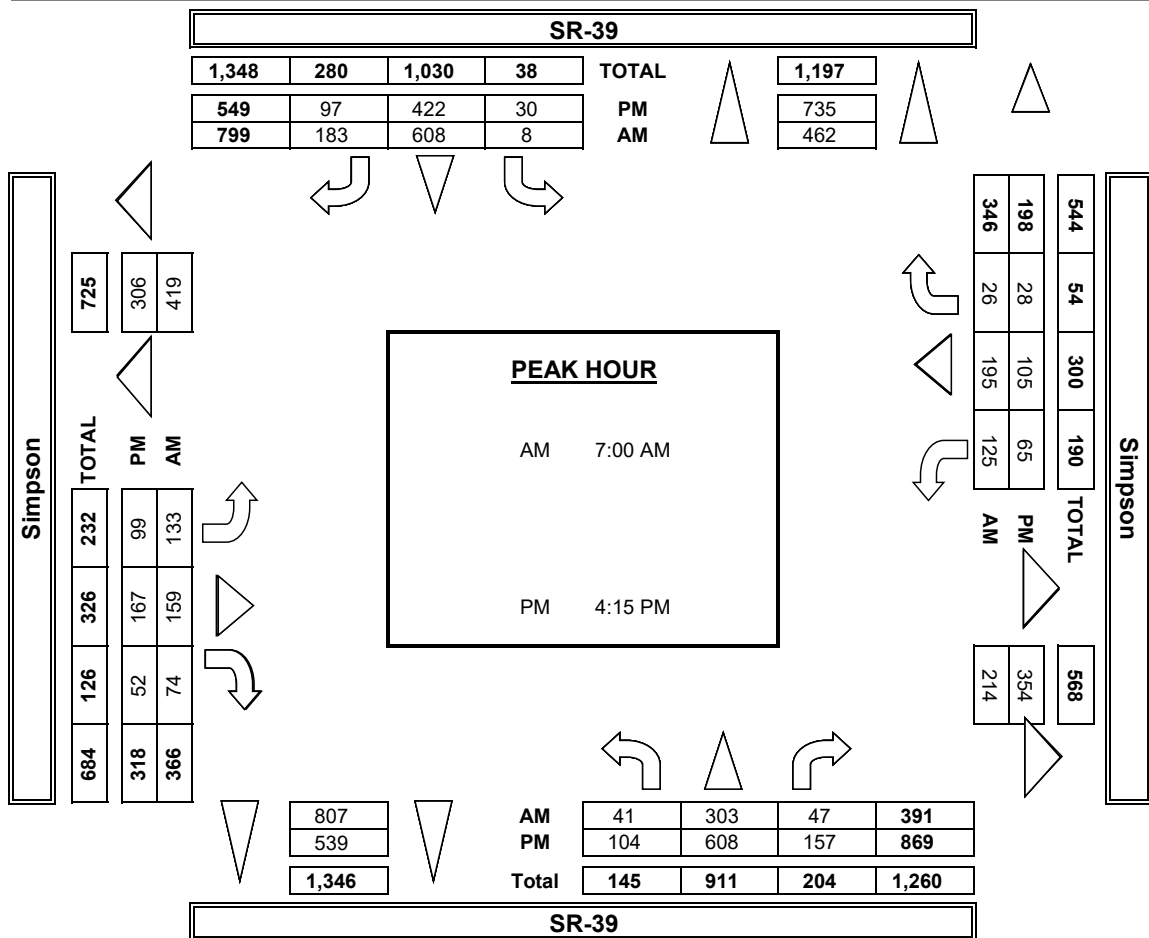
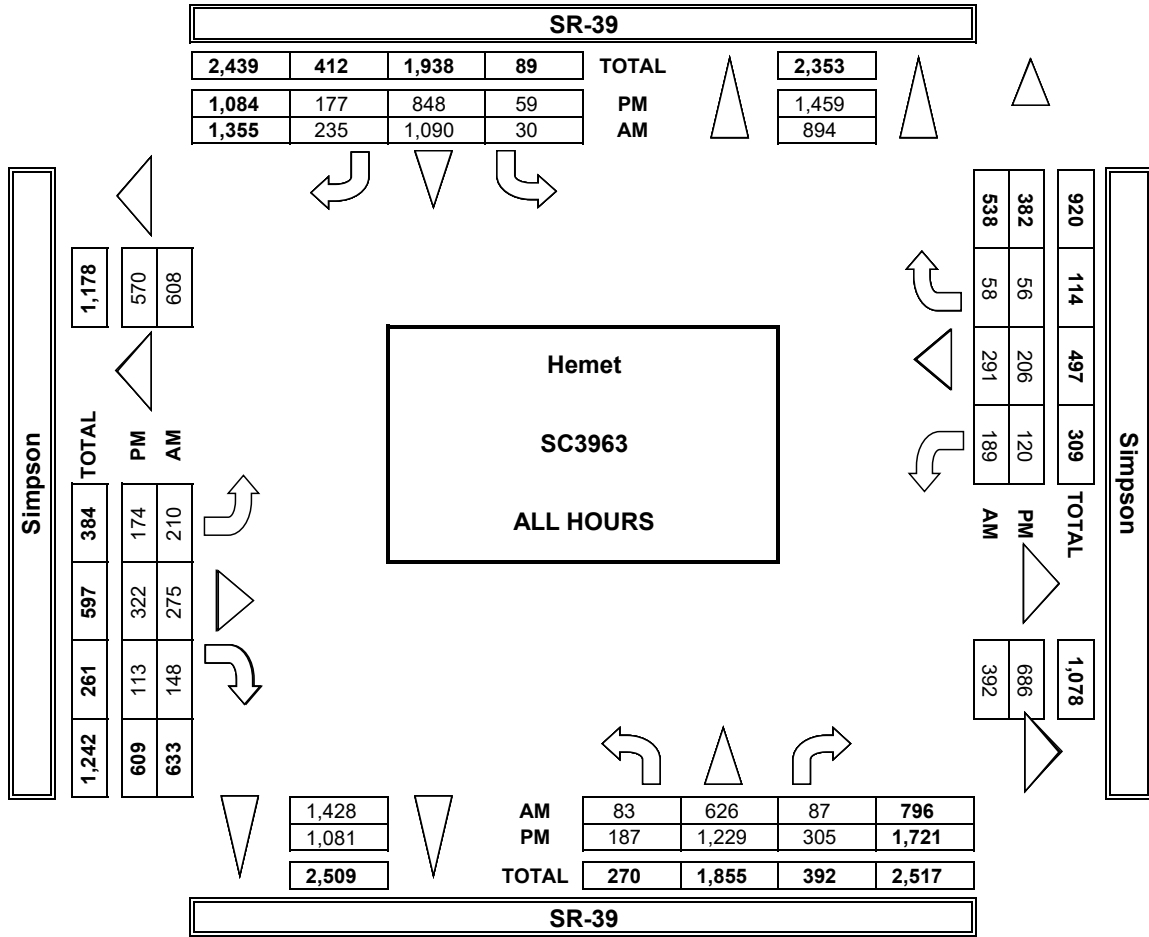


	ALL PED AND BIKE			
	E SIDE	W SIDE	S SIDE	N SIDE
7:00 AM	4	0	0	4
7:15 AM	1	0	0	1
7:30 AM	2	2	1	7
7:45 AM	1	0	0	3
8:00 AM	1	0	0	1
8:15 AM	0	1	2	5
8:30 AM	0	0	0	0
8:45 AM	1	0	0	1
TOTAL	10	3	3	22
4:00 PM	0	1	0	5
4:15 PM	0	2	0	4
4:30 PM	1	1	0	2
4:45 PM	1	2	0	4
5:00 PM	0	0	0	0
5:15 PM	0	0	1	2
5:30 PM	0	0	0	0
5:45 PM	0	0	1	0
TOTAL	2	6	2	9

	PEDESTRIAN CROSSINGS			
	E SIDE	W SIDE	S SIDE	N SIDE
7:00 AM	2	0	0	2
7:15 AM	1	0	0	1
7:30 AM	2	2	1	7
7:45 AM	1	0	0	3
8:00 AM	1	0	0	1
8:15 AM	0	1	2	5
8:30 AM	0	0	0	0
8:45 AM	1	0	0	1
TOTAL	8	3	3	20
4:00 PM	0	1	0	5
4:15 PM	0	1	0	3
4:30 PM	1	1	0	2
4:45 PM	1	1	0	3
5:00 PM	0	0	0	0
5:15 PM	0	0	1	1
5:30 PM	0	0	0	0
5:45 PM	0	0	1	0
TOTAL	2	4	2	8

	BICYCLE CROSSINGS			
	ES	WS	SS	NS
7:00 AM	2	0	0	2
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	2	0	0	2
4:00 PM	0	0	0	0
4:15 PM	0	1	0	1
4:30 PM	0	1	0	1
4:45 PM	0	1	0	1
5:00 PM	0	0	0	0
5:15 PM	0	0	0	1
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
TOTAL	0	2	0	3

**AimTD LLC**  
TURNING MOVEMENT COUNTS





### INTERSECTION TURNING MOVEMENT COUNTS

DATE:  
4/25/23  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Hemet  
SR-39  
Simpson

PREPARED BY : AimTD LLC, tel: 714 253 7888 c@aimtd.com

PROJECT # :  
LOCATION # :  
CONTROL:

SC3963  
21  
SIGMAL

<b>CLASS 1:</b> PASSENGER VEHICLES	<b>NOTES:</b>											
	AM				PM				OTHER			
	N			W			S			E		

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	SR-39		SR-39		SR-39		SR-39		Simpson		Simpson		Simpson		Simpson		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WR	WR			

7:00 AM	10	60	6	0	0	123	41	24	19	6	42	47	7	385
7:15 AM	4	57	13	2	2	137	77	53	49	16	18	69	5	500
7:30 AM	8	61	14	2	2	151	31	23	40	23	23	32	6	414
7:45 AM	9	84	7	3	3	127	23	29	33	20	29	35	5	404
8:00 AM	8	81	13	6	6	101	18	37	34	17	14	25	5	359
8:15 AM	9	66	7	5	5	120	5	15	29	19	17	23	6	321
8:30 AM	8	89	6	4	4	120	13	11	15	11	14	22	9	318
8:45 AM	9	94	5	7	7	82	14	10	24	15	12	15	9	256
<b>VOLUMES</b>	65	548	71	29	29	961	222	202	243	127	169	268	52	2,957
<b>APPROACH %</b>	10%	80%	10%	10%	2%	79%	18%	35%	42%	22%	35%	55%	11%	

U-TURNS							
NB	SB	EB	WB	TTL	NB	SB	
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

RTOR				
NRR	SRR	EER	WRR	
0	0	0	0	
4	16	2	4	
6	31	5	4	
2	17	10	3	
3	10	8	4	
3	6	6	3	
1	3	11	4	
5	3	4	7	
2	3	4	4	
26	91	53	33	

<b>AM</b>														
APP/DEPART	684	/	802	1,212	/	1,257	572	/	572	343	489	/	555	0
BEGIN PEAK-HR	7:00 AM													
VOLUMES	31	262	40	7	538	172	129	141	65	112	183	23	1,703	
APPROACH %	9%	79%	12%	1%	75%	24%	39%	42%	19%	35%	59%	7%	0.852	
PEAK HR FACTOR	0.833		0.830		0.710		0.710		0.828		0.828		0.852	

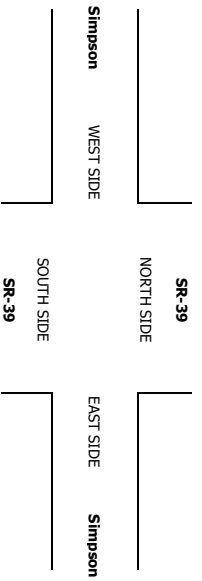
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

15	74	25	15
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<b>PM</b>														
APP/DEPART	18	115	28	7	92	13	355	/	188	318	28	386	0	
4:15 PM	18	145	29	8	123	22	16	42	13	15	18	8	458	
4:30 PM	16	125	23	9	100	26	13	29	18	12	36	4	410	
4:45 PM	26	155	32	5	108	28	23	32	9	10	33	7	470	
5:00 PM	21	138	35	2	99	21	16	43	13	17	19	8	443	
5:15 PM	20	155	32	2	89	23	28	28	17	18	18	7	443	
5:30 PM	25	125	46	13	96	18	25	49	8	17	22	5	449	
5:45 PM	20	180	55	4	77	12	21	30	11	9	15	8	442	
<b>VOLUMES</b>	164	1,138	280	55	785	163	161	300	101	107	194	54	3,502	
<b>APPROACH %</b>	10%	72%	18%	5%	78%	16%	29%	53%	18%	30%	55%	15%		
APP/DEPART	1,582	/	1,353	1,003	/	993	562	/	635	355	521	521	0	
BEGIN PEAK-HR	4:15 PM													
VOLUMES	81	563	119	29	431	97	68	146	53	49	111	27	1,774	
APPROACH %	11%	74%	16%	5%	77%	17%	25%	55%	20%	26%	59%	14%	0.944	
PEAK HR FACTOR	0.896		0.904		0.927		0.927		0.899		0.899		0.944	
APP/DEPART	763	/	658	557	533	533	267	/	294	187	/	289	0	

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

11	4	2	3
9	6	6	4
9	13	7	1
18	12	4	3
9	7	9	3
20	16	8	4
25	12	6	2
19	5	4	3
120	75	46	23



**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY : AlimTD LLC, Tel: 714 253 7888 c5@alimtd.com

DATE:  
4/25/23  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Henet  
SR-39  
Simpson

PROJECT #:  
LOCATION #:  
CONTROL:

SC3963  
21  
SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	Signal Phases				
		PM	MID	OTHER	PM	OTHER
		▲	▲	▲	▲	▲
		▼	▼	▼	▼	▼

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

	SR-39												TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
7:00 AM	2	10	1	1	12	1	1	2	1	1	1	3	1	34
7:15 AM	1	6	1	1	10	2	1	2	0	1	0	0	0	26
7:30 AM	1	4	0	0	9	1	1	2	2	1	0	0	0	19
7:45 AM	1	5	1	1	16	1	3	6	0	0	4	0	0	38
8:00 AM	2	2	0	0	12	0	0	4	3	1	1	0	0	25
8:15 AM	0	6	1	1	12	0	0	2	2	2	1	2	0	26
8:30 AM	0	3	0	0	11	1	1	3	0	2	1	0	0	23
8:45 AM	2	7	2	4	3	2	0	2	2	1	1	1	1	21
VOLUMES	9	43	8	8	85	6	6	20	10	10	11	2	2	212
APPROACH %	15%	72%	13%	1%	92%	7%	19%	54%	27%	43%	48%	9%	9%	
APP/DEPART	60	/	52	92	/	106	37	29	23	23	/	25	0	
BEGIN PEAK HR	7:00 AM													
VOLUMES	5	25	3	1	47	5	4	12	2	2	5	7	1	117
APPROACH %	15%	76%	9%	2%	89%	9%	22%	67%	11%	38%	54%	8%	8%	
PEAK HR FACTOR	0.635													

	SR-39												TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
4:00 PM	1	15	2	2	1	6	0	1	2	1	1	0	0	29
4:15 PM	4	11	2	0	6	0	0	6	2	2	2	2	0	30
4:30 PM	1	7	1	0	3	4	0	3	2	0	1	0	0	21
4:45 PM	1	7	1	1	3	3	1	1	1	0	3	0	0	21
5:00 PM	2	6	3	1	4	1	3	2	2	0	2	1	0	25
5:15 PM	1	9	3	3	1	3	0	1	4	1	0	0	0	24
5:30 PM	3	4	4	1	0	7	1	1	1	1	0	2	1	24
5:45 PM	0	6	2	2	4	0	0	1	1	0	1	1	0	17
VOLUMES	13	69	16	4	38	10	7	22	5	5	10	1	1	200
APPROACH %	13%	70%	16%	8%	73%	19%	21%	65%	15%	31%	63%	6%	6%	
APP/DEPART	98	/	77	52	/	48	34	42	16	16	/	33	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	8	35	8	2	16	8	4	12	2	2	4	7	0	106
APPROACH %	16%	69%	16%	8%	62%	31%	22%	67%	11%	36%	64%	0%	0%	
PEAK HR FACTOR	0.750													
APP/DEPART	51	/	39	26	/	22	18	/	22	11	/	23	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	
1	0	1	0	
1	0	0	0	
0	0	1	0	
0	1	0	0	
0	0	1	0	
0	0	1	0	
0	0	1	0	
1	0	1	0	
3	1	6	0	

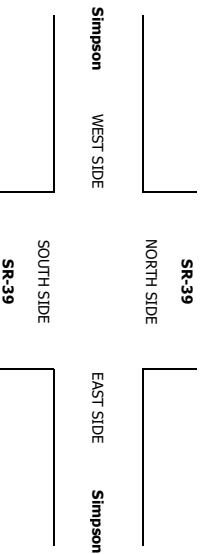
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

2	1	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	0	0	0	0
0	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	0	1	0
2	0	1	0
1	1	1	0
1	0	0	0
0	0	1	0
1	0	1	0
0	0	0	1
0	1	0	0
0	1	0	0
9	5	3	1

6	4	1	0
---	---	---	---



**INTERSECTION TURNING MOVEMENT COUNTS**

DATE: 4/29/23  
 TUESDAY

LOCATION: NORTH & SOUTH:  
 EAST & WEST:

PREPARED BY: AlmtD LLC, tel: 714 253 7888 c@almtD.com

Hennet  
 SR-39  
 Simpson

PROJECT #: SC3963  
 LOCATION #: 21  
 CONTROL: SIGNAL

<b>CLASS 3:</b>	<b>NOTES:</b>	AM	PM	N	E
3-AXLE TRUCKS		MD	▲	▶	▶
		OTHER	◀	◀	◀
		OTHER	◀	▶	▶

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

AM				PM			
7:00 AM	1	0	0	1	0	0	0
7:15 AM	2	0	0	0	0	0	0
7:30 AM	0	4	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0
8:00 AM	0	0	0	0	0	2	0
8:15 AM	0	1	0	0	0	0	0
8:30 AM	1	1	0	0	0	1	0
8:45 AM	0	6	0	0	2	0	0
VOLUMES	4	13	2	0	6	3	0
APPROACH %	21%	68%	11%	0%	67%	60%	10%
APP/DEPART	19	15	9	9	13	11	10
BEGIN PEAK HR	7:00 AM						
VOLUMES	3	4	1	0	2	0	2
APPROACH %	38%	50%	13%	0%	50%	0%	67%
PEAK HR FACTOR	0.500						
APP/DEPART	8	5	4	4	9	6	9
BEGIN PEAK HR	4:15 PM						
VOLUMES	0	1	1	0	0	1	0
APPROACH %	0	1	0	0	0	0	0
APP/DEPART	0	1	0	0	1	0	0
BEGIN PEAK HR	4:30 PM						
VOLUMES	0	1	0	0	0	0	0
APPROACH %	0	1	0	0	1	0	0
APP/DEPART	0	1	0	0	0	0	0
BEGIN PEAK HR	5:00 PM						
VOLUMES	0	1	0	0	0	0	0
APPROACH %	0	1	0	0	0	0	0
APP/DEPART	0	1	0	0	0	0	0
BEGIN PEAK HR	5:15 PM						
VOLUMES	0	2	1	0	0	0	0
APPROACH %	0	2	1	0	0	1	0
APP/DEPART	0	2	1	0	0	1	0
BEGIN PEAK HR	5:30 PM						
VOLUMES	0	2	1	0	1	0	0
APPROACH %	0	2	1	0	1	0	0
APP/DEPART	0	2	1	0	1	0	0
BEGIN PEAK HR	5:45 PM						
VOLUMES	1	8	4	0	2	4	1
APPROACH %	8%	62%	31%	0%	75%	25%	50%
APP/DEPART	13	12	8	10	7	4	4
BEGIN PEAK HR	4:15 PM						
VOLUMES	1	3	2	0	3	0	0
APPROACH %	17%	50%	33%	0%	60%	0%	0%
PEAK HR FACTOR	0.750						
APP/DEPART	6	4	5	3	1	2	0

U-TURNS						
NB	SB	EB	WB	TTL		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	

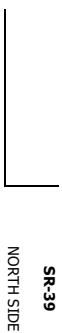
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		

1	1	1	1	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		

AM				PM			
4:00 PM	0	0	0	0	0	0	0
4:15 PM	0	1	1	0	0	0	0
4:30 PM	0	1	0	0	1	0	0
4:45 PM	1	1	0	0	1	0	0
5:00 PM	0	0	1	0	0	0	0
5:15 PM	0	1	1	0	0	0	0
5:30 PM	0	2	0	0	0	0	0
5:45 PM	0	2	1	0	0	1	0
VOLUMES	1	8	4	0	4	3	0
APPROACH %	8%	62%	31%	0%	75%	25%	50%
APP/DEPART	13	12	8	10	7	4	4
BEGIN PEAK HR	4:15 PM						
VOLUMES	1	3	2	0	3	0	0
APPROACH %	17%	50%	33%	0%	60%	0%	0%
PEAK HR FACTOR	0.750						
APP/DEPART	6	4	5	3	1	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	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		



**INTERSECTION TURNING MOVEMENT COUNTS**

DATE:  
4/25/23  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Hemet  
SR-39  
Simpson

PROJECT #:  
LOCATION #:  
CONTROL:

SC3963  
Z1  
SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	PM	▲		▲
		PM	▲	W	▲
		MID	▲		▲
		OTHER	▲	S	▲
		OTHER			▲

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
SR-39	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	1	2	0	1	2	0	1	1	1	1	1	1	

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR					
NRR	SRR	ERR	WRR		
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

7:00 AM	0	2	0	0	10	1	0	0	0	1	0	0	14
7:15 AM	1	3	1	0	2	1	0	0	2	0	2	0	11
7:30 AM	1	2	0	0	5	0	0	0	3	0	1	0	12
7:45 AM	1	2	0	0	2	0	0	1	0	0	0	0	6
8:00 AM	0	5	1	0	5	0	0	0	0	0	1	0	12
8:15 AM	1	2	0	0	3	0	0	0	1	0	2	1	10
8:30 AM	1	2	0	0	3	0	0	1	3	0	0	0	10
8:45 AM	1	1	0	0	3	0	0	0	0	0	3	0	8
VOLUMES	5	19	2	0	33	2	0	2	9	1	9	1	83
APPROACH %	19%	73%	8%	0%	94%	6%	0%	18%	82%	9%	82%	9%	
APP/DEPART	26	20	20	35	43	11	11	4	4	11	16	0	
BEGIN PEAK HR	2	9	1	0	19	2	0	1	5	1	3	0	43
VOLUMES	17%	75%	8%	0%	90%	10%	0%	17%	83%	25%	75%	0%	
APPROACH %	0.750	0.750	0.750	0.477	0.477	0.500	0.500	0.500	0.500	0.500	0.500	0.768	
PEAK HR FACTOR	12	9	9	21	25	6	2	2	4	4	7	0	

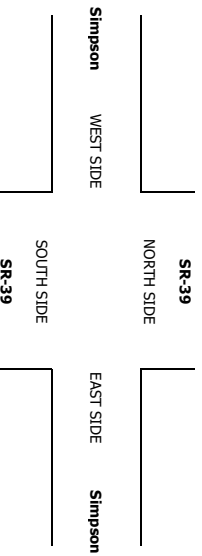
4:00 PM	1	2	0	0	1	0	0	0	0	0	0	0	4
4:15 PM	3	2	1	0	5	1	0	0	2	0	0	0	14
4:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	4
4:45 PM	2	4	0	0	2	0	0	0	1	0	0	0	11
5:00 PM	1	1	0	0	1	0	0	1	1	0	0	0	4
5:15 PM	0	0	0	0	4	1	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	3
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1
VOLUMES	7	11	2	0	16	2	0	4	3	0	0	0	46
APPROACH %	35%	55%	10%	0%	89%	11%	0%	100%	75%	25%	0%	0%	
APP/DEPART	20	11	18	23	4	4	2	4	10	0	0	0	
BEGIN PEAK HR	6	8	1	0	10	1	0	0	2	2	0	0	33
VOLUMES	40%	53%	7%	0%	91%	9%	0%	100%	67%	33%	0%	0%	
APPROACH %	0.625	0.625	0.7%	0.458	0.458	0.500	0.500	0.375	0.375	0.375	0	0	0.589
PEAK HR FACTOR	15	8	8	11	16	4	1	3	8	0	0	0	

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

4:00 PM	1	2	0	0	1	0	0	0	0	0	0	0	4
4:15 PM	3	2	1	0	5	1	0	0	2	0	0	0	14
4:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	4
4:45 PM	2	4	0	0	2	0	0	0	1	0	0	0	11
5:00 PM	1	1	0	0	1	0	0	1	1	0	0	0	4
5:15 PM	0	0	0	0	4	1	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	3
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1
VOLUMES	7	11	2	0	16	2	0	4	3	0	0	0	46
APPROACH %	35%	55%	10%	0%	89%	11%	0%	100%	75%	25%	0%	0%	
APP/DEPART	20	11	18	23	4	4	2	4	10	0	0	0	
BEGIN PEAK HR	6	8	1	0	10	1	0	0	2	2	0	0	33
VOLUMES	40%	53%	7%	0%	91%	9%	0%	100%	67%	33%	0%	0%	
APPROACH %	0.625	0.625	0.7%	0.458	0.458	0.500	0.500	0.375	0.375	0.375	0	0	0.589
PEAK HR FACTOR	15	8	8	11	16	4	1	3	8	0	0	0	

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0





### INTERSECTION TURNING MOVEMENT COUNTS

DATE:  
4/25/23  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Henet  
SR-39  
Simpson

PROJECT #:  
LOCATION #:  
CONTROL:

SC3963  
21  
SIGNAL

PREPARED BY: AImTD LLC, tel: 714 253 7888, csg@aimtd.com

<b>CLASS 5:</b>	<b>NOTES:</b>									
	RV									

NORTHBOUND					SOUTHBOUND					EASTBOUND			WESTBOUND			TOTAL
SR-39					SR-39					Simpson			Simpson			
LANES:	NL	NT	NR	SR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WIR		

7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>VOLUMES</b>	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
<b>APPROACH %</b>	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>VOLUMES</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>APPROACH %</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0

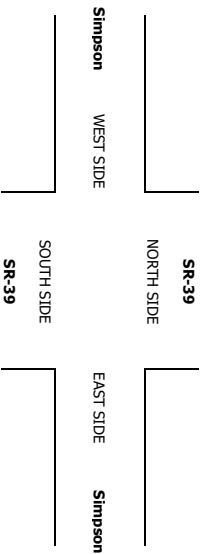
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>VOLUMES</b>	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>APPROACH %</b>	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/23/23  
TUESDAY

LOCATION: NORTH & SOUTH:  
EAST & WEST:

Prepared By: AlmitD LLC, tel: 714 253 7888 cs@almitd.com  
Hemet SR-39 Simpson

PROJECT #: SC3963  
LOCATION #: 21  
CONTROL: SIGNAL

CLASS 6:	NOTES:																										
	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">▲</td> <td style="padding: 2px;">N</td> <td style="padding: 2px;">▲</td> </tr> <tr> <td style="padding: 2px;">ND</td> <td style="padding: 2px;">◀</td> <td style="padding: 2px;">W</td> <td style="padding: 2px;">▶</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">S</td> <td style="padding: 2px;">S</td> <td style="padding: 2px;">▶</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▶</td> <td style="padding: 2px;">E</td> <td style="padding: 2px;">▶</td> </tr> </table>												PM	▲	N	▲	ND	◀	W	▶	OTHER	S	S	▶	OTHER	▶	E
PM	▲	N	▲																								
ND	◀	W	▶																								
OTHER	S	S	▶																								
OTHER	▶	E	▶																								

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	SR-39	SR-39	SR-39	SR-39	SR-39	SR-39	SR-39	SR-39	SR-39	SR-39	SR-39	SR-39	SR-39	SR-39			
LANES:	NL	NT	NR	0	SL	ST	SR	0	EL	ET	ER	1	WL	WT	WR		
7:00 AM	1	2	0	0	1	2	0	1	1	1	1	1	1	1	4		
7:15 AM	0	1	2	0	0	1	1	0	0	0	1	0	0	1	7		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	2			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1			
8:30 AM	0	0	1	0	0	3	0	0	0	0	1	0	0	5			
8:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1			
VOLUMES	0	3	4	0	0	4	2	0	0	5	3	0	0	2	20		
APP/DEPART	7	/	5	6	/	8	2	2	/	5	5	/	2	/	0		
BEGIN PEAK HR	7:00 AM				7:00 AM				7:00 AM				7:00 AM				
VOLUMES	0	3	2	0	0	1	2	0	0	0	1	1	1	0	11		
APPROACH %	0%	60%	40%	0%	33%	67%	67%	0%	0%	0%	100%	50%	0%	50%	50%		
PEAK HR FACTOR	0.417				0.375				0.250				0.500				
APP/DEPART	5	/	4	3	/	3	1	1	/	2	2	/	2	2	0		
4:00 PM	1	0	0	0	0	1	0	0	0	0	1	0	0	0	3		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
4:30 PM	0	0	1	0	0	2	0	1	0	0	1	0	0	1	5		
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
5:45 PM	1	3	1	0	0	0	0	0	0	0	0	0	1	4			
VOLUMES	0	3	3	0	0	3	0	2	0	0	4	0	0	1	17		
APPROACH %	14%	43%	43%	0%	100%	0%	0%	100%	0%	0%	80%	0%	20%	20%			
APP/DEPART	7	/	6	3	/	7	2	2	/	3	5	/	1	0			
BEGIN PEAK HR	4:15 PM				4:15 PM				4:15 PM				4:15 PM				
VOLUMES	0	0	2	0	0	2	0	2	0	0	2	0	0	1	9		
APPROACH %	0%	0%	100%	0%	100%	0%	0%	100%	0%	0%	67%	0%	33%	33%			
PEAK HR FACTOR	0.500				0.250				0.500				0.375				
APP/DEPART	2	/	3	2	/	4	2	2	/	2	3	/	0	0			

#### U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

#### RTOR

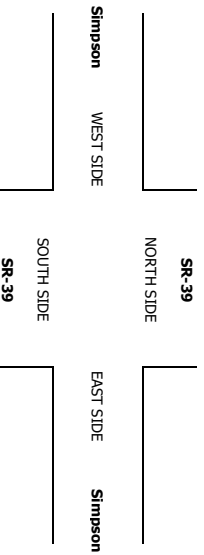
NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0	1
---	---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
---	---	---	---	---



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

Metadata table containing DATE (Wed, Apr 19, 23), LOCATION (NORTH & SOUTH: Hemet SR-79, EAST & WEST: Domenigoni), PROJECT #: SC3963, LOCATION #: 22, CONTROL: SIGNAL

NOTES section with a diagram showing lane directions (N, S, E, W) and a checkbox for 'Add U-Turns to Left Turns'.

Main data table with columns for LANE (NL, NT, NR, SL, ST, SR, EL, ET, ER, WL, WT, WR), VOLUMES, APPROACH %, PEAK HR FACTOR, and APP/DEPART for AM and PM periods.

U-TURNS table with columns NB, SB, EB, WB, TTL and values for AM and PM periods.

RTOR table with columns NRR, SRR, ERR, WRR and values for AM and PM periods.

Summary row for RTOR with values 255, 110, 64, 17.

Summary row for RTOR with values 80, 14, 8, 4, 91, 24, 11, 2, 105, 21, 8, 4, 99, 18, 7, 3, 96, 29, 4, 2, 90, 24, 4, 5, 98, 27, 5, 7, 103, 25, 10, 2, 762, 182, 57, 29.

Summary row for RTOR with values 390, 92, 23, 14.

SR-79

NORTH SIDE

Domenigoni WEST SIDE

EAST SIDE

Domenigoni

SOUTH SIDE

SR-79

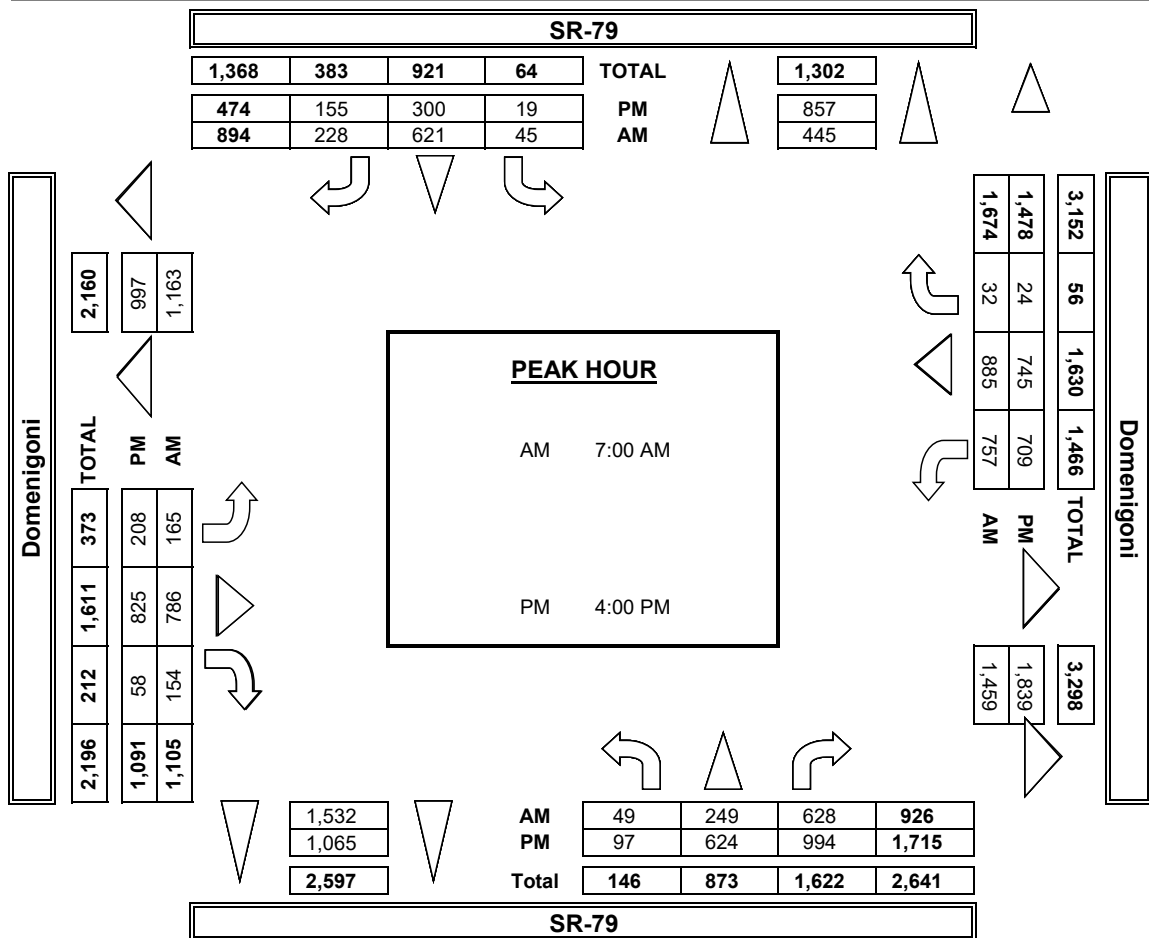
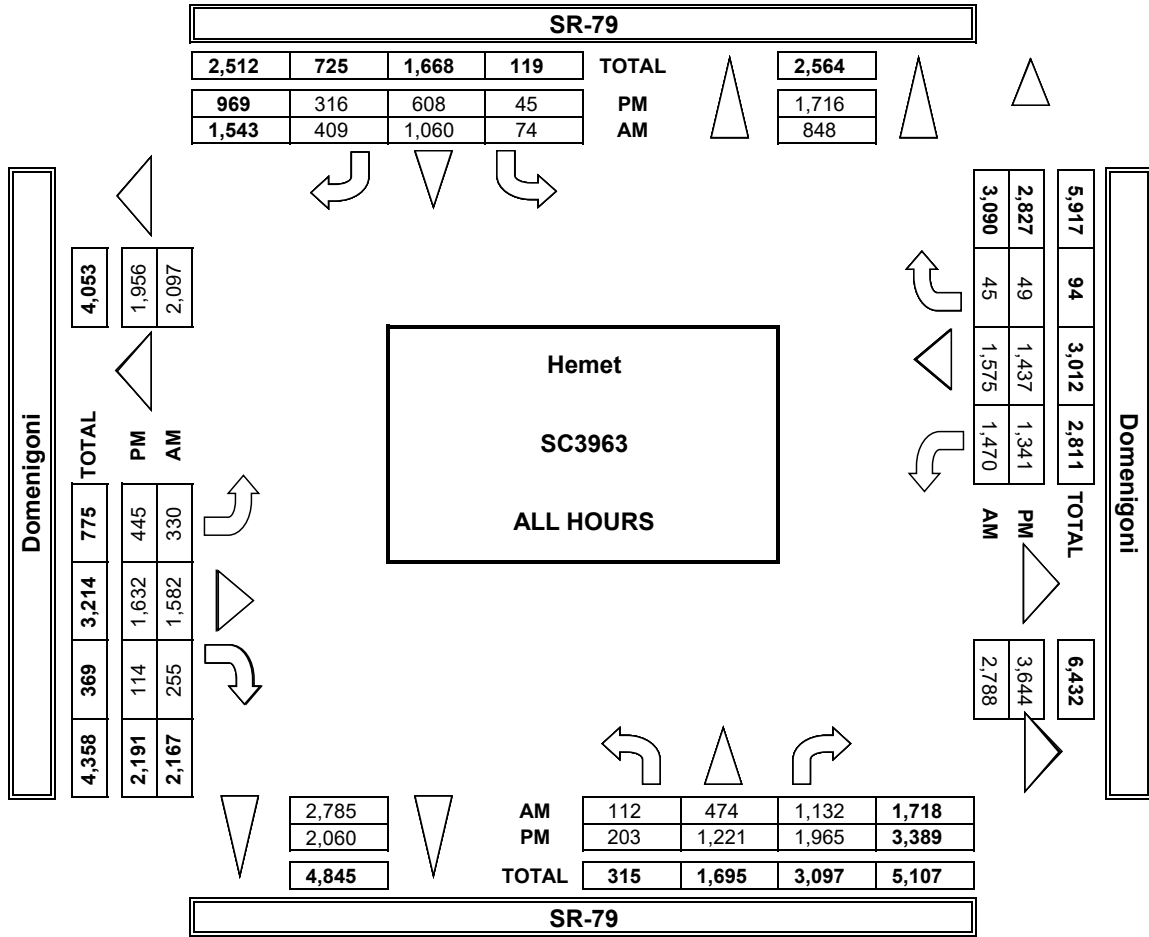
Table with AM and PM labels for pedestrian and bicycle crossings.

ALL PED AND BIKE table with columns E SIDE, W SIDE, S SIDE, N SIDE, TOTAL.

PEDESTRIAN CROSSINGS table with columns E SIDE, W SIDE, S SIDE, N SIDE, TOTAL.

BICYCLE CROSSINGS table with columns ES, WS, SS, NS, TOTAL.

**AimTD LLC**  
TURNING MOVEMENT COUNTS





### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC, tel: 714 253 7888 c@aimtd.com

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Hemet  
SR-79  
Domenigoni

PROJECT #:  
LOCATION #:  
CONTROL:

SC3963  
22  
SIGNAL

<b>CLASS 1:</b> PASSENGER VEHICLES	<b>NOTES:</b>											
	AM	PM	MID	OTHER	▲	▼	▲	▼	▲	▼	▲	▼

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SR-79 NL	NT	NR	SR-79 SL	ST	SR	Domenigoni EL	ET	ER	Domenigoni WL	WT	WR	

7:00 AM	4	69	111	12	127	50	57	184	31	159	207	9	1,020
7:15 AM	11	39	150	17	151	64	36	157	44	175	228	14	1,086
7:30 AM	6	63	158	12	139	52	20	182	38	213	237	4	1,124
7:45 AM	12	53	149	3	154	40	33	192	23	153	152	5	980
8:00 AM	15	40	110	9	103	44	34	197	23	203	163	0	942
8:15 AM	17	51	137	4	121	45	33	172	24	165	129	3	901
8:30 AM	13	63	130	5	103	27	29	182	23	157	173	2	910
8:45 AM	12	52	95	5	65	44	44	172	20	154	173	3	839
<b>VOLUMES</b>	<b>90</b>	<b>430</b>	<b>1,040</b>	<b>67</b>	<b>963</b>	<b>366</b>	<b>286</b>	<b>1,438</b>	<b>237</b>	<b>1,379</b>	<b>1,465</b>	<b>41</b>	<b>7,802</b>
<b>APPROACH %</b>	<b>6%</b>	<b>28%</b>	<b>67%</b>	<b>5%</b>	<b>69%</b>	<b>26%</b>	<b>15%</b>	<b>73%</b>	<b>12%</b>	<b>48%</b>	<b>51%</b>	<b>1%</b>	<b>0</b>
<b>APP/DEPART</b>	<b>1,560</b>	<b>756</b>	<b>1,396</b>	<b>2,579</b>	<b>1,961</b>	<b>2,545</b>	<b>2,885</b>	<b>1,922</b>	<b>2,885</b>	<b>1,922</b>	<b>1,922</b>	<b>1,922</b>	<b>0</b>
<b>BEGIN PEAK HR</b>	7:00 AM												
<b>VOLUMES</b>	<b>33</b>	<b>224</b>	<b>568</b>	<b>44</b>	<b>571</b>	<b>206</b>	<b>145</b>	<b>715</b>	<b>147</b>	<b>700</b>	<b>824</b>	<b>32</b>	<b>4,210</b>
<b>APPROACH %</b>	<b>4%</b>	<b>27%</b>	<b>69%</b>	<b>5%</b>	<b>70%</b>	<b>25%</b>	<b>14%</b>	<b>71%</b>	<b>15%</b>	<b>45%</b>	<b>53%</b>	<b>2%</b>	<b>0.936</b>
<b>PEAK HR FACTOR</b>	<b>0.909</b>	<b>0.909</b>	<b>0.909</b>	<b>0.885</b>	<b>0.885</b>	<b>0.885</b>	<b>0.926</b>	<b>0.926</b>	<b>0.926</b>	<b>0.957</b>	<b>0.957</b>	<b>0.957</b>	<b>0.936</b>
<b>APP/DEPART</b>	<b>825</b>	<b>401</b>	<b>821</b>	<b>1,418</b>	<b>1,008</b>	<b>1,327</b>	<b>1,556</b>	<b>1,064</b>	<b>1,556</b>	<b>1,064</b>	<b>1,064</b>	<b>1,064</b>	<b>0</b>

U-TURNS						
NB	SB	EB	WB	TTL		
0	0	0	0	0		
0	0	1	0	1		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	1	0	1		

RTOR				
NRR	SRR	FRR	WRR	
0	0	0	0	
40	28	13	5	
63	21	21	7	
80	33	11	1	
55	21	15	4	
53	25	28	1	
66	19	28	1	
51	25	11	0	
44	25	11	0	
452	200	107	18	

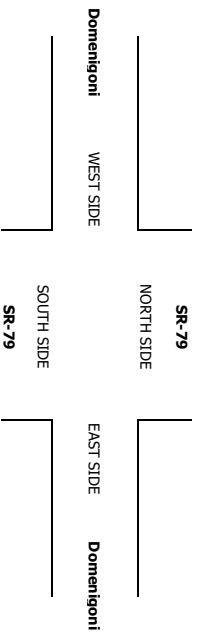
238	103	60	17
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4:00 PM	25	143	219	5	82	32	60	179	15	167	175	6	1,108
4:15 PM	26	135	216	7	86	35	55	193	18	142	149	4	1,066
4:30 PM	16	142	220	3	78	35	52	225	17	192	174	7	1,161
4:45 PM	24	152	241	3	84	36	40	141	12	181	168	4	1,086
5:00 PM	22	147	245	7	69	38	54	190	9	146	179	4	1,110
5:15 PM	32	130	226	6	54	40	45	216	17	157	187	8	1,118
5:30 PM	28	144	243	6	70	39	54	201	8	140	158	8	1,099
5:45 PM	24	125	237	6	51	42	46	183	12	154	172	5	1,057
<b>VOLUMES</b>	<b>197</b>	<b>1,118</b>	<b>1,847</b>	<b>43</b>	<b>574</b>	<b>297</b>	<b>406</b>	<b>1,528</b>	<b>108</b>	<b>1,279</b>	<b>1,362</b>	<b>46</b>	<b>8,805</b>
<b>APPROACH %</b>	<b>6%</b>	<b>35%</b>	<b>58%</b>	<b>5%</b>	<b>63%</b>	<b>32%</b>	<b>20%</b>	<b>75%</b>	<b>5%</b>	<b>48%</b>	<b>51%</b>	<b>2%</b>	<b>0</b>
<b>APP/DEPART</b>	<b>3,162</b>	<b>1,571</b>	<b>914</b>	<b>1,958</b>	<b>2,042</b>	<b>3,420</b>	<b>2,687</b>	<b>1,856</b>	<b>2,687</b>	<b>1,856</b>	<b>1,856</b>	<b>1,856</b>	<b>0</b>
<b>BEGIN PEAK HR</b>	4:00 PM												
<b>VOLUMES</b>	<b>91</b>	<b>572</b>	<b>896</b>	<b>18</b>	<b>330</b>	<b>138</b>	<b>207</b>	<b>738</b>	<b>62</b>	<b>679</b>	<b>666</b>	<b>21</b>	<b>4,421</b>
<b>APPROACH %</b>	<b>6%</b>	<b>37%</b>	<b>57%</b>	<b>4%</b>	<b>68%</b>	<b>28%</b>	<b>21%</b>	<b>73%</b>	<b>6%</b>	<b>50%</b>	<b>49%</b>	<b>2%</b>	<b>0.952</b>
<b>PEAK HR FACTOR</b>	<b>0.935</b>	<b>0.935</b>	<b>0.935</b>	<b>0.949</b>	<b>0.949</b>	<b>1.071</b>	<b>1.007</b>	<b>0.856</b>	<b>0.856</b>	<b>1.655</b>	<b>1.369</b>	<b>0.918</b>	<b>0.952</b>
<b>APP/DEPART</b>	<b>1,559</b>	<b>800</b>	<b>486</b>	<b>1,071</b>	<b>1,007</b>	<b>1,655</b>	<b>1,369</b>	<b>1,369</b>	<b>1,369</b>	<b>1,369</b>	<b>1,369</b>	<b>895</b>	<b>0</b>

0	0	0	0	1	1
0	0	0	0	0	0
0	0	0	2	2	
0	0	0	0	0	
0	0	0	0	0	
0	1	0	0	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	1	0	3	4	

77	14	8	3
87	22	11	2
103	21	8	4
93	17	7	3
92	29	3	2
88	22	3	5
97	26	4	7
105	24	10	2
740	175	54	28

360	74	34	12
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### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY : AlimTD LLC, Tel: 714 253 7888 cse@alimtd.com

DATE: 4/19/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:

PROJECT #: SC3963	LOCATION #: 22
CONTROL: Domenigoni	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲	▲
E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS					
NB	SB	EB	WB	TTL	

RTOR					
NRR	SRR	ERR	WRR		

AM	7:00 AM	0	3	7	0	5	4	2	7	0	8	14	0	50
	7:15 AM	0	4	9	0	8	2	0	11	0	8	10	0	50
	7:30 AM	1	4	17	0	9	1	2	19	3	10	12	0	78
	7:45 AM	0	6	10	0	9	0	5	11	1	11	10	0	63
	8:00 AM	1	2	5	2	6	4	6	11	2	6	8	0	53
	8:15 AM	0	5	5	1	10	3	2	11	0	5	4	0	50
	8:30 AM	1	1	5	0	6	5	2	6	2	1	4	3	36
	8:45 AM	2	4	4	0	3	2	2	10	0	9	7	1	47
	VOLUMES	5	27	58	3	56	21	26	86	8	58	73	4	427
	APPROACH %	6%	30%	64%	6%	69%	26%	22%	72%	7%	43%	54%	3%	

0	0	0	0	0	0
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2	3	0	0	0	0
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PM	4:00 PM	2	18	14	1	0	0	4	16	0	3	7	1	66
	4:15 PM	0	8	16	1	4	4	6	11	0	8	11	0	69
	4:30 PM	1	7	15	0	5	2	2	14	1	8	8	0	63
	4:45 PM	0	12	14	0	4	1	5	8	0	3	5	1	53
	5:00 PM	2	9	13	0	0	0	3	13	0	8	8	0	45
	5:15 PM	0	3	9	0	4	1	1	8	1	5	7	0	36
	5:30 PM	0	6	7	0	4	1	1	7	1	2	6	1	38
	5:45 PM	1	6	6	0	1	1	1	7	1	4	6	0	38
	VOLUMES	6	73	96	2	19	10	35	87	4	44	58	3	427
	APPROACH %	3%	42%	55%	6%	61%	32%	22%	75%	3%	42%	55%	3%	

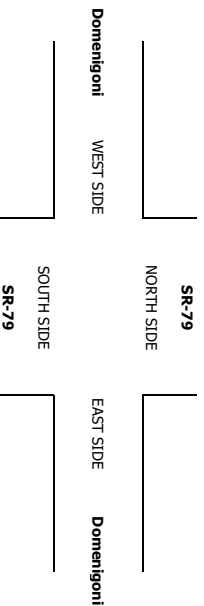
0	0	0	0	0	0
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3	0	0	0	1	1
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SR-79	APP/DEPART	59	/	24	38	/	72	61	/	91	83	/	54	0
	BEGIN PEAK HR	1	15	43	0	31	7	9	48	4	37	46	0	241
	VOLUMES	2%	25%	73%	0%	82%	18%	15%	79%	7%	45%	55%	0%	0.772
	APPROACH %	0.670			0.950			0.635			0.943			
	PEAK HR FACTOR													
	APP/DEPART	107	/	64	22	/	36	67	/	110	55	/	41	0

0	0	0	0	0	0
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12	2	0	1	1	1
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### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY

LOCATION: NORR & SOUTH:  
 EAST & WEST: Domenigoni

PROJECT #: SC3963  
 LOCATION #: 22  
 CONTROL: SIGNAL

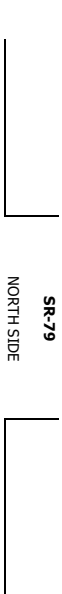
PREPARED BY: AimTD LLC, tel: 714 253 7888, cs@aimtd.com

Henet  
 SR-79

Henet  
 SR-79

CLASS 3: 3-AXLE TRUCKS	NOTES:												PM MD OTHER OTHER	N ▲	W ◀	S ▼	E ▶

LANES:	NORR THBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	SR	SL	ST	SR	SR	EL	ET	ER	ER	WL	WT	WR	WR	
7:00 AM	6	2	3	3	0	2	0	0	0	2	2	0	0	1	0	0	16
7:15 AM	1	0	1	1	0	1	0	0	1	0	0	0	5	0	0	0	9
7:30 AM	0	1	0	0	0	3	3	3	0	1	0	0	2	0	0	0	10
7:45 AM	1	0	1	0	0	1	0	0	0	0	1	1	1	0	0	0	5
8:00 AM	0	2	0	0	0	1	0	0	0	1	1	1	2	0	0	0	8
8:15 AM	0	0	2	0	0	1	0	0	0	2	2	2	1	0	0	0	8
8:30 AM	0	0	1	1	0	2	0	0	0	3	3	0	0	0	0	0	6
8:45 AM	0	0	1	1	0	2	1	0	0	1	0	0	0	0	0	0	6
VOLUMES	8	5	9	9	0	14	4	4	2	9	4	4	10	3	0	0	68
APPROACH %	36%	23%	41%	41%	0%	78%	22%	22%	13%	60%	27%	27%	77%	23%	0%	0%	0
APP/DEPART	22	7	7	7	18	7	28	15	15	7	18	13	13	7	15	0	0
BEGIN PEAK HR	7:00 AM																
VOLUMES	8	3	5	5	0	7	7	3	2	2	2	1	8	1	0	0	40
APPROACH %	50%	19%	31%	31%	0%	70%	30%	30%	40%	40%	20%	20%	89%	11%	0%	0%	0.625
PEAK HR FACTOR	0.364	0.364			0.417	0.417			0.625	0.625			0.450	0.450			0.625
APP/DEPART	16	5	5	5	10	2	16	5	5	7	7	7	9	9	12	0	0
4:00 PM	0	0	5	0	0	2	0	0	3	1	0	0	1	1	0	0	13
4:15 PM	0	1	0	0	0	2	0	0	1	1	0	0	1	2	0	0	8
4:30 PM	0	2	3	0	0	0	0	0	0	1	0	0	0	0	0	0	6
4:45 PM	0	1	1	0	0	0	0	0	1	1	0	0	1	0	0	0	5
5:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	3
5:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
VOLUMES	0	5	13	13	0	6	1	1	5	4	4	0	4	3	0	0	41
APPROACH %	0%	28%	72%	72%	0%	86%	14%	14%	56%	44%	0%	0%	57%	43%	0%	0%	0
APP/DEPART	18	7	10	10	7	7	10	9	9	17	17	7	7	7	4	0	0
BEGIN PEAK HR	4:00 PM																
VOLUMES	0	4	9	9	0	4	0	0	5	4	4	0	3	3	0	0	32
APPROACH %	0%	31%	69%	69%	0%	100%	0%	0%	56%	44%	0%	0%	50%	50%	0%	0%	0.615
PEAK HR FACTOR	0.650	0.650			0.500	0.500			0.563	0.563			0.500	0.500			0.615
APP/DEPART	13	9	4	4	7	7	7	9	9	13	13	6	6	3	3	0	0



U-TURNS						
NB	SB	EB	WB	TTL		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		

RTOR					
NRR	SRR	ERR	WRR		
0	0	0	0		
2	0	0	0		
1	0	0	0		
1	0	0	0		
1	0	1	0		
0	0	0	0		
0	0	1	0		
1	0	0	0		
1	0	0	0		
6	0	0	3		

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

4	0	0	1	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	1	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	1	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	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	0	1	0	0

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	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	1	0	0

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC, Tel: 714 253 7888 cse@aimtd.com

PROJECT #:

SC3963

LOCATION #:

22

CONTROL:

SIGNAL

DATE:

4/19/23

LOCATION:

WEDNESDAY

NORTH & SOUTH:

EAST & WEST:

SR-79

Domenigoni

HEMET

SR-79

Domenigoni

CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM	PM	N	E
		MID	OTHER		

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

7:00 AM	4	3	4	0	3	3	2	7	0	2	4	0	32
7:15 AM	2	1	1	0	2	2	0	5	1	3	2	0	19
7:30 AM	0	1	3	0	3	0	1	4	0	3	4	0	19
7:45 AM	1	1	2	0	2	3	0	3	0	2	2	0	16
8:00 AM	1	1	2	0	4	1	2	7	0	1	4	0	23
8:15 AM	1	1	3	0	1	0	1	4	1	4	3	0	18
8:30 AM	0	1	2	0	5	1	1	4	1	2	6	0	24
8:45 AM	0	2	4	1	4	2	2	5	1	3	4	0	28
VOLUMES	9	11	21	1	24	12	9	39	4	20	29	0	179
APPROACH %	22%	22%	51%	3%	65%	32%	17%	75%	8%	41%	59%	0%	
APPROACH % PEAK HR FACTOR	41	/	20	37	/	48	52	/	61	49	/	50	0
BEGIN PEAK HR VOLUMES	7	6	10	0	10	8	3	19	1	10	12	0	86
APPROACH %	30%	26%	43%	0%	56%	44%	13%	83%	4%	45%	55%	0%	
APPROACH % PEAK HR FACTOR	7	0.523	/	0.750	/	21	23	0.639	29	22	0.786	27	0.672

U-TURNS					
NB	SB	EB	WB	TLL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	0
1	0	0	0	0
0	0	0	0	0
1	0	0	0	0
2	1	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	0
1	0	0	0	0
7	1	0	0	0

4:00 PM	0	2	0	0	0	1	1	1	0	1	2	0	8
4:15 PM	0	2	1	0	3	2	0	2	1	3	1	0	16
4:30 PM	0	2	2	0	1	0	0	1	0	1	2	0	8
4:45 PM	0	3	0	0	0	0	1	2	0	4	3	0	13
5:00 PM	0	1	1	0	0	1	1	0	1	2	0	0	8
5:15 PM	0	4	1	0	2	0	0	0	0	3	3	0	12
5:30 PM	0	5	0	0	1	0	2	1	0	1	0	0	10
5:45 PM	0	2	2	0	1	1	1	1	0	1	1	0	8
VOLUMES	0	21	5	0	8	5	7	8	2	14	13	0	83
APPROACH %	0%	81%	19%	0%	62%	38%	41%	49%	12%	52%	48%	0%	
APPROACH % PEAK HR FACTOR	26	/	28	13	/	24	17	/	13	27	/	18	0
BEGIN PEAK HR VOLUMES	0	9	3	0	4	3	2	6	1	9	8	0	45
APPROACH %	0%	75%	25%	0%	57%	43%	22%	67%	11%	53%	47%	0%	
APPROACH % PEAK HR FACTOR	12	/	11	7	/	14	9	/	9	17	/	11	0.703

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	1	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	1	0	0
1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	1	1	1	0	0

**SR-79**  
NORTH SIDE

Domenigoni WEST SIDE

EAST SIDE Domenigoni

SOUTH SIDE  
**SR-79**

0	1	0	0	0
---	---	---	---	---



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AlimTD LLC, tel: 714 253 7888, cse@alimtd.com

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Henri  
SR-79  
Domenigoni

PROJECT #:  
LOCATION #:  
CONTROL:

SC3963  
22  
SIGNAL

CLASS 5: RV	NOTES:	CLASS	AM	PM	N	S	
			MID	W			E
			OTHER	W			S

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	SR-79			SR-79			Domenigoni			Domenigoni			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

<b>7:00 AM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
APP/DEPART	0	0	0	0	0	0	1	0	0	0	0	0	0
BEGIN PEAK HR	0	0	0	0	0	0	1	0	0	0	0	0	1
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
APP/DEPART	0	0	0	0	0	0	0	1	0	0	0	0	0
PEAK HR FACTOR	0	0	0	0	0	0	0	0.250	0	0	0	0	0.250
APP/DEPART	0	0	0	0	0	0	1	1	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

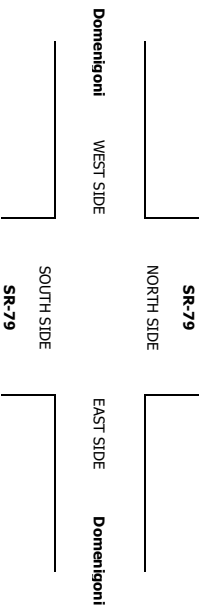
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

<b>4:00 PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%
APP/DEPART	1	0	0	0	0	0	0	0	0	1	0	0	2
BEGIN PEAK HR	0	0	4:00 PM	1	0	0	0	0	0	0	0	0	2
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%
APP/DEPART	1	0	0	0	0	0	0	0	0	1	0	0	0
PEAK HR FACTOR	1	0	0	0	0	0	0	0	0	0	0.250	0	0.500
APP/DEPART	1	0	0	0	0	0	0	0	0	1	1	0	0

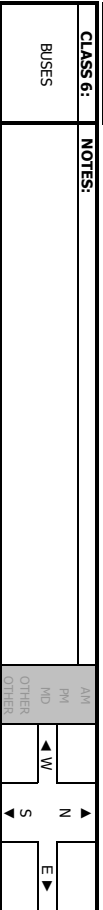
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23	LOCATION: NORTH & SOUTH:	PROJECT #: SC3963
WEDNESDAY	EAST & WEST:	PREPARED BY: AlmtD LLC, tel: 714 253 7888 cs@almtD.com
CLASS 6:	NOTES:	Hemet SR-79
BUSES		Domenigoni
		LOCATION #: 22
		CONTROL: SIGNAL



	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL	
	NL	NT	SL	ST	EL	ET	ER	WL		WT
<b>AM</b>										
SR-79										
LANES:	1	2	1	2	2	2	1	2	3	1
7:00 AM	0	0	0	0	0	0	0	1	2	0
7:15 AM	0	0	2	0	1	1	2	0	0	0
7:30 AM	0	0	0	1	1	1	0	0	2	0
7:45 AM	0	1	0	0	2	0	0	0	0	4
8:00 AM	0	0	0	0	1	1	0	0	0	2
8:15 AM	0	0	0	0	0	5	0	0	0	6
8:30 AM	0	0	1	1	1	0	0	0	2	5
8:45 AM	0	0	1	0	1	0	0	1	1	7
VOLUMES	0	1	4	1	6	7	2	3	5	41
APPROACH %	0%	20%	10%	30%	60%	39%	50%	38%	63%	0%
Domenigoni										
APP/DEPART	5	/	8	/	10	/	18	/	14	8
BEGIN PEAK HR	7:00 AM									
VOLUMES	0	1	2	1	4	5	1	1	2	2
APPROACH %	0%	33%	67%	14%	29%	57%	71%	14%	50%	0%
PEAK HR FACTOR	0.375									
Domenigoni										
APP/DEPART	3	6	7	5	7	7	4	4	4	6
SR-79										
NORTH SIDE										
4:00 PM	0	0	0	0	0	1	0	0	0	0
4:15 PM	0	0	0	0	1	1	0	0	0	2
4:30 PM	0	1	1	1	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	2	0	0	0	4
5:15 PM	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	1	1	0	1	0	0	0	0	4
5:45 PM	0	2	0	0	0	0	0	0	0	2
VOLUMES	0	4	3	0	2	5	0	0	0	18
APPROACH %	0%	57%	43%	0%	25%	73%	0%	0%	0%	0%
Domenigoni										
APP/DEPART	7	/	6	/	4	/	8	/	8	3
BEGIN PEAK HR	4:00 PM									
VOLUMES	0	1	1	0	1	1	0	0	0	7
APPROACH %	0%	50%	50%	0%	33%	67%	50%	50%	0%	0%
PEAK HR FACTOR	0.250									
Domenigoni										
APP/DEPART	2	/	2	/	3	/	2	/	2	2
SR-79										
SOUTH SIDE										

U-TURNS					RTOR				
NB	SB	EB	WB	TTL	NRR	SRR	ERR	WRR	
0	0	0	0	0	0	2	1	0	
0	0	0	0	0	1	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	1	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	1	0	0	0	
0	0	0	0	0	0	0	0	0	
0	0	0	0	0	2	4	1	0	

1	3	1	0
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0	0	0	0
---	---	---	---

0	0	0	0
---	---	---	---

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC, tel: 714 253 7888 cs@aimtd.com

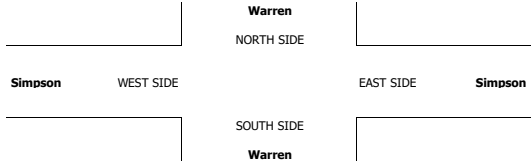
DATE: Wed, Apr 19, 23 LOCATION: NORTH & SOUTH: EAST & WEST: Hemet Warren Simpson PROJECT #: SC3963 LOCATION #: 26 CONTROL: SIGNAL

NOTES: Signal control diagram showing North, South, East, West movements and a checkbox for 'Add U-Turns to Left Turns'.

Main data table with columns for Northbound, Southbound, Eastbound, Westbound lanes (NL, NT, NR, SL, ST, SR, EL, ET, ER, WL, WT, WR) and rows for AM and PM time periods. Includes sub-totals for VOLUMES, APPROACH %, and PEAK HR FACTOR.

U-TURNS table with columns NB, SB, EB, WB, TTL and rows for AM and PM time periods.

RTOR table with columns NRR, SRR, ERR, WRR and rows for AM and PM time periods.



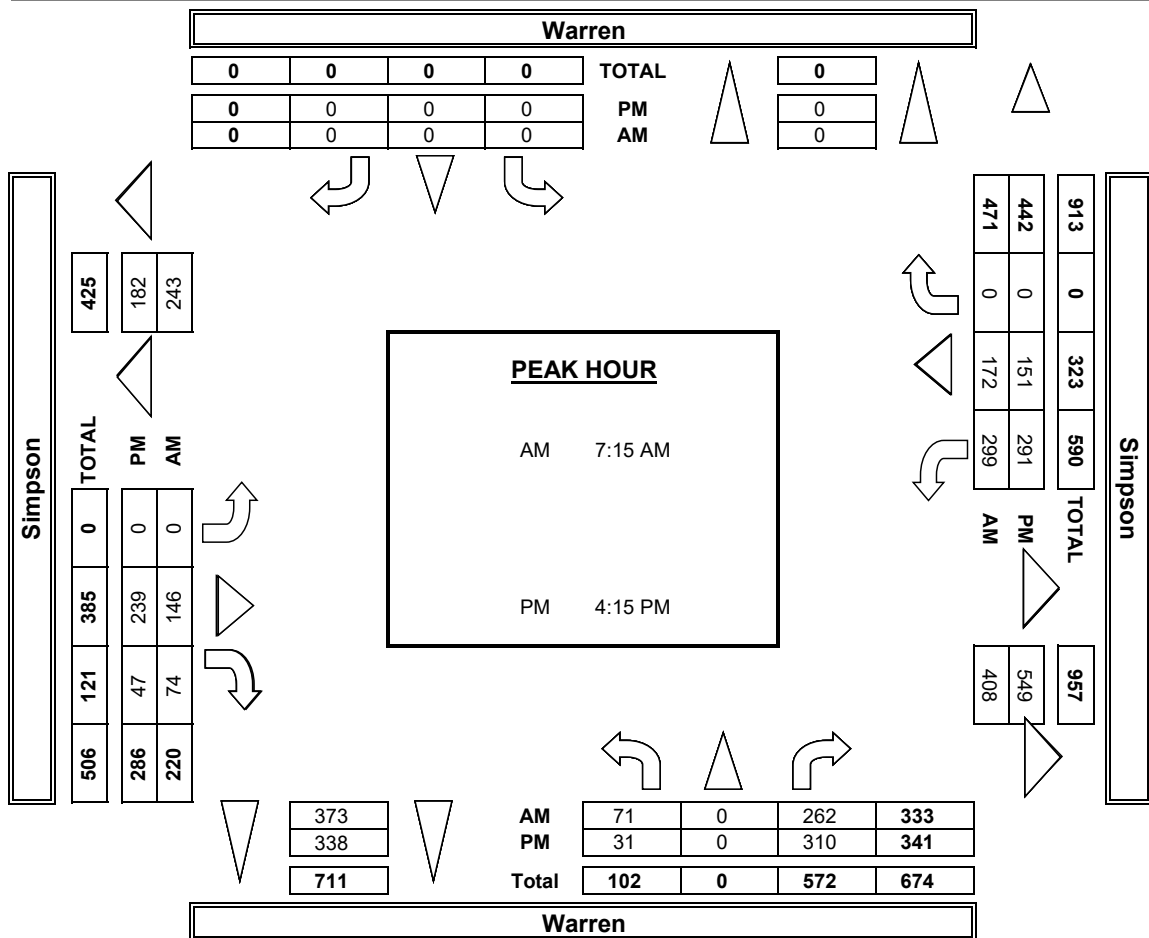
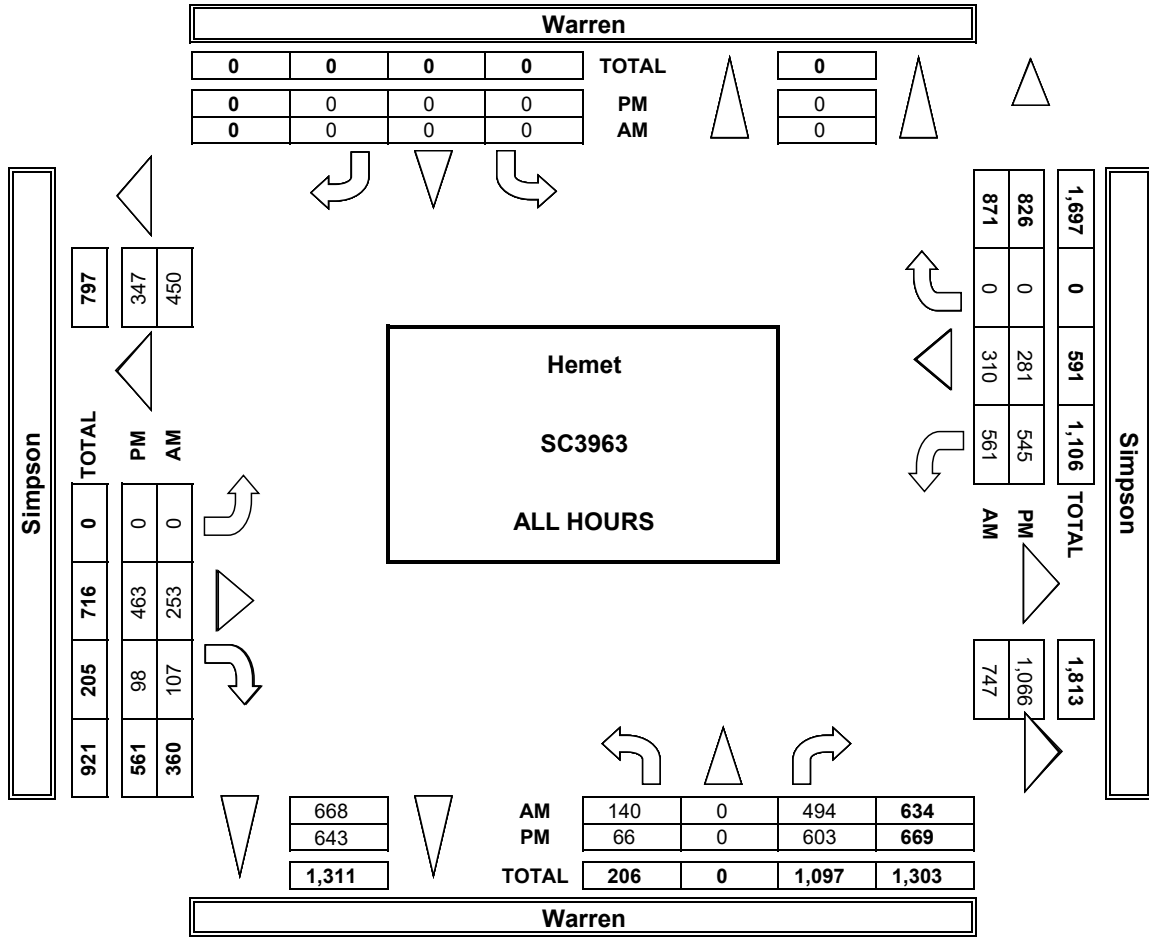
Summary table for AM and PM periods with columns for time and counts.

ALL PED AND BIKE table with columns E SIDE, W SIDE, S SIDE, N SIDE, TOTAL and rows for AM and PM time periods.

PEDESTRIAN CROSSINGS table with columns E SIDE, W SIDE, S SIDE, N SIDE, TOTAL and rows for AM and PM time periods.

BICYCLE CROSSINGS table with columns ES, WS, SS, NS, TOTAL and rows for AM and PM time periods.

**AimTD LLC**  
TURNING MOVEMENT COUNTS







### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY : AlimTD LLC, Tel: 714 253 7888 cse@alimtd.com

DATE: 4/19/23  
 WEDNESDAY

LOCATION:  
 NORTH & SOUTH:  
 EAST & WEST:

Henet  
 Warren  
 Simpson

PROJECT #:  
 LOCATION #:  
 CONTROL:

SC3963  
 26  
 SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	MID				SIGNAL	
		PM	MID	OTHER	OTHER	W	S

NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
Warren			Warren			Simpson			Simpson				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

7:00 AM	3	0	2	0	0	0	0	0	0	3	1	0	9
7:15 AM	0	0	3	0	0	0	0	3	1	2	1	0	10
7:30 AM	0	0	10	0	0	0	0	0	0	5	0	0	15
7:45 AM	0	0	10	0	0	0	0	1	3	2	2	0	16
8:00 AM	0	0	8	0	0	0	0	3	1	1	0	0	15
8:15 AM	2	0	3	0	0	0	0	2	1	3	0	0	11
8:30 AM	0	0	3	0	0	0	0	2	0	0	2	0	7
8:45 AM	0	0	4	0	0	0	0	0	1	3	0	0	8
VOLUMES	5	0	43	0	0	0	0	10	5	20	8	0	91
APPROACH %	10%	0%	90%	0%	0%	0%	0%	67%	33%	71%	29%	0%	0
APP/DEPART	48	/	0	0	0	25	15	53	28	/	13	/	0
BEGIN PEAK HR	0	0	31	0	0	0	0	6	3	11	5	0	56
VOLUMES	0	0%	100%	0%	0%	0%	0%	67%	33%	69%	31%	0%	0.875
APPROACH %	0%	0%	0.775	0.000	0.000	0.563	0.563	0.800	0.800	0.800	0.800	0.875	0.875
PEAK HR FACTOR	31	/	0	0	14	9	5	37	16	5	5	0	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR					
NRR	SRR	ERR	WRR		
X	X	X	X	X	X
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

4:00 PM	1	0	5	0	0	0	0	0	0	2	5	0	19
4:15 PM	1	0	3	0	0	0	0	4	1	7	1	0	17
4:30 PM	0	0	2	0	0	0	0	3	0	3	0	0	8
4:45 PM	0	0	3	0	0	0	0	5	0	3	0	0	11
5:00 PM	0	0	5	0	0	0	0	6	0	1	0	0	12
5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	2	1	4	1	0	8
5:45 PM	0	0	2	0	0	0	0	1	0	2	0	0	5
VOLUMES	3	0	21	0	0	0	0	26	3	22	7	0	82
APPROACH %	13%	0%	88%	0%	0%	0%	0%	90%	10%	76%	24%	0%	0
APP/DEPART	24	/	0	0	25	29	47	47	29	/	10	/	0
BEGIN PEAK HR	1	0	13	0	0	0	0	18	1	14	1	0	48
VOLUMES	7%	0%	93%	0%	0%	0%	0%	95%	5%	93%	7%	0%	0.706
APPROACH %	0.700	0.000	0.000	0.000	0.792	0.792	0.469	0.469	0.469	0.469	0.469	0.706	0.706
PEAK HR FACTOR	14	/	0	0	15	19	31	15	15	2	2	0	0
APP/DEPART	14	/	0	0	15	19	31	15	15	2	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
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY

LOCATION: NORTH & SOUTH:  
 EAST & WEST:

Warren  
 Simpson

PREPARED BY: AlimTD LLC, tel: 714 253 7888 c@alimtd.com

PROJECT #: SC3963  
 LOCATION #: 26  
 CONTROL: SIGNAL

<b>CLASS 3:</b> 3-AXLE TRUCKS	<b>NOTES:</b>	AM	PM	N	S	
		MD	← W	→ E	←	→
		OTHER	←	→	←	→

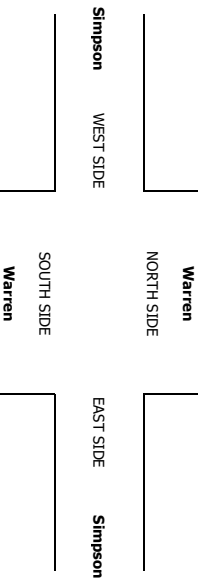
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	Warren		Simpson		Warren		Simpson		Warren		Simpson		Warren		Simpson		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WR	WR			
<b>7:00 AM</b>	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3		
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2		
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2		
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3		
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2		
8:15 AM	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2		
8:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2		
8:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1		
<b>VOLUMES</b>	0	0	4	0	0	0	0	1	0	0	5	7	0	0	17		
<b>APPROACH %</b>	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	42%	58%	0%	0%	0		
<b>APPROX PEAK HR</b>	4	0	0	0	0	5	1	0	0	5	12	7	0	0	9		
<b>VOLUMES</b>	0	0	0	0	0	0	0	0	0	3	3	6	0	0	9		
<b>APPROACH %</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	33%	67%	0%	0%	0.750		
<b>PEAK HR FACTOR</b>	0	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.750	0.750	0	0	0.750		
<b>APPROX PEAK HR</b>	4	0	0	0	0	3	0	0	0	9	9	6	0	0	0		
<b>VOLUMES</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>APPROACH %</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0		
<b>APPROX PEAK HR</b>	6	0	0	0	0	2	2	2	8	4	4	2	2	0	0		
<b>VOLUMES</b>	0	0	4	0	0	0	0	2	0	0	1	1	0	0	9		
<b>APPROACH %</b>	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	67%	33%	0%	0%	0.375		
<b>PEAK HR FACTOR</b>	4	0	0	0	0	2	2	0.500	6	3	3	1	0	0	0		
<b>APPROX PEAK HR</b>	4	0	0	0	0	2	2	0.500	6	3	3	1	0	0	0		

U-TURNS						
NB	SB	EB	WB	TTL		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AlimTD LLC, Tel: 714 253 7888 cs@alimtd.com

DATE: 4/19/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Project #: SC3963
		LOCATION #: 26
		CONTROL: SIGNAL

<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>
--	---------------

	PM	PM	
	MID	MID	
	OTHER	OTHER	
	OTHER	OTHER	
	▲	▲	▲
	◀	◀	◀
	W	W	W
	▶	▶	▶
	S	S	S
	▼	▼	▼

NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
Warren		Warren		Simpson		Simpson		
LANES:	NL NT NR	SL ST SR	EL ET ER	WL WT WR				

7:00 AM	0	0	0	0	0	1	0	0	0	2	0	0	3
7:15 AM	0	0	3	0	0	0	0	0	0	1	0	0	5
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	1	0	2	0	0	1	0	0	1	0	0	0	5
8:00 AM	0	0	3	0	0	2	0	0	5	0	0	0	10
8:15 AM	0	0	2	0	0	0	0	0	3	1	1	0	4
8:30 AM	0	0	3	0	0	0	0	0	3	1	1	0	7
8:45 AM	0	0	3	0	0	0	0	0	2	1	1	0	6
<b>VOLUMES</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>41</b>
<b>APPROACH %</b>	<b>6%</b>	<b>0%</b>	<b>94%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>67%</b>	<b>33%</b>	<b>33%</b>	<b>0%</b>	<b>41</b>

U-TURNS							
NB	SB	EB	WB	TTL			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			

RTOR				
NRR	SRR	ERR	WRR	
X	X	X	X	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	

7:00 AM	10	0	0	0	0	6	4	13	7	1	1	2	0
4:00 PM	1	0	0	0	0	0	0	0	1	0	1	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	3
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	1	1	1	0	0	0	0	2
5:00 PM	0	0	1	0	0	0	0	0	2	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	1	2	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
<b>VOLUMES</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>
<b>APPROACH %</b>	<b>50%</b>	<b>0%</b>	<b>50%</b>	<b>0%</b>	<b>0%</b>	<b>40%</b>	<b>60%</b>	<b>75%</b>	<b>25%</b>	<b>25%</b>	<b>0%</b>	<b>0%</b>	<b>17</b>

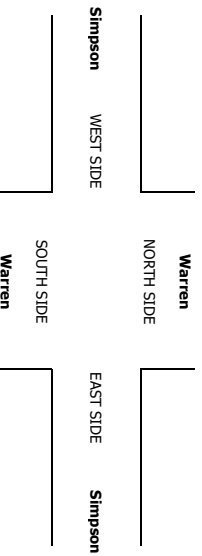
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	0	0	0	0	0	1	0	1	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	3
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	1	1	1	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	1	2	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
<b>VOLUMES</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>
<b>APPROACH %</b>	<b>50%</b>	<b>0%</b>	<b>50%</b>	<b>0%</b>	<b>0%</b>	<b>40%</b>	<b>60%</b>	<b>75%</b>	<b>25%</b>	<b>25%</b>	<b>0%</b>	<b>0%</b>	<b>17</b>

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY  
 LOCATION: NORTH & SOUTH: EAST & WEST: Warren Simpson  
 PROJECT #: SC3963  
 LOCATION #: 26  
 CONTROL: SIGNAL

CLASS 5:	NOTES:	AM				PM	
		MID	OTHER	N	S	W	E
RV		▲	▲	▲	▲	▲	▲

NORTHBOUND		SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
<small>Warren</small>		<small>Warren</small>			<small>Simpson</small>			<small>Simpson</small>				
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS					
NB	SB	EB	WB	TTL	

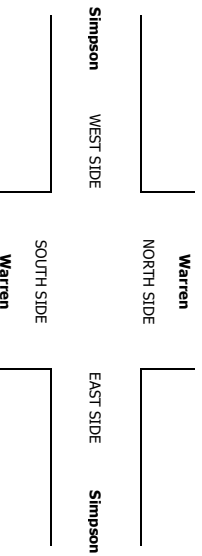
RTOR				
NRR	SRR	ERR	WRR	

LANES:	1	X	1	X	X	1	1	1	1	1	1	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR	7:15 AM											
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	0	0	0	0	2
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%
APP/DEPART	1	0	0	0	0	0	0	0	0	1	0	0
BEGIN PEAK HR	4:15 PM											
VOLUMES	0	0	1	0	0	0	0	0	0	0	0	2
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%
PEAK HR FACTOR	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
APP/DEPART	1	0	0	0	0	0	0	0	1	0	0	0

0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
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0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	





### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AlimTD LLC, tel: 714 253 7888 cs@alimtd.com

DATE: 4/19/23  
WEDNESDAY

LOCATION: NORTH & SOUTH:  
EAST & WEST: Warren  
Simpson

PROJECT #: SC3963  
LOCATION #: 26  
CONTROL: SIGNAL

<b>CLASS 6:</b> BUSES	<b>NOTES:</b>		PM	N	▲	
		ND	W	S	E	▶
		OTHER				

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	Warren		Simpson		Warren		Simpson		Warren		Simpson		Warren		Simpson		
LANES:	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WL	WT	WR		
<b>AM</b>																	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	0	3
<b>VOLUMES</b>	0	0	3	3	0	0	0	0	0	4	0	0	0	5	0	0	12
<b>APP/DEPART</b>	3		0		0		0		4		7		5		5		0
<b>BEGIN PEAK HR</b>																	
<b>VOLUMES</b>	0	0	2	2	0	0	0	0	0	3	0	0	0	1	0	0	6
<b>APPROACH %</b>	0%	0%	100%	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0.500
<b>PEAK HR FACTOR</b>	0.500				0.000				0.750				0.250				0.500
<b>APP/DEPART</b>	2	2	0	0	0	0	0	0	3	3	5	5	1	1	1	1	0
<b>4:00 PM</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>4:15 PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
<b>4:30 PM</b>	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
<b>4:45 PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>5:00 PM</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>5:15 PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>5:30 PM</b>	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	2
<b>5:45 PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
<b>VOLUMES</b>	0	0	1	1	0	0	0	0	0	5	0	0	0	5	0	0	11
<b>APP/DEPART</b>	1		0		0		0		5		6		5		5		0
<b>BEGIN PEAK HR</b>																	
<b>VOLUMES</b>	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7
<b>APPROACH %</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0.438
<b>PEAK HR FACTOR</b>	0.000				0.000				0.333				0.375				0.438
<b>APP/DEPART</b>	0	0	0	0	0	0	0	0	4	4	4	4	3	3	3	3	0

**Warren**

NORTH SIDE

**Simpson**

WEST SIDE

**Warren**

SOUTH SIDE

**Simpson**

EAST SIDE

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	0
X	X	X	X	X
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
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**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 19, 23 LOCATION: NORTH & SOUTH: EAST & WEST: Hemet Warren Domenigoni PROJECT #: SC3963 LOCATION #: 27 CONTROL: SIGNAL

NOTES:

Add U-Turns to Left Turns

LANES:	NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Domenigoni			WESTBOUND Domenigoni			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	1	0	11	0	73	56	257	0	0	359	42	799
7:15 AM	1	1	0	20	0	89	73	312	0	0	416	32	944
7:30 AM	1	0	0	22	1	66	58	315	0	0	346	11	820
7:45 AM	1	0	0	20	0	56	69	313	0	0	317	16	792
8:00 AM	0	1	0	27	1	78	58	270	0	0	270	16	721
8:15 AM	1	0	0	20	0	57	64	311	0	0	255	21	726
8:30 AM	0	0	0	8	0	65	57	256	0	3	298	10	697
8:45 AM	1	0	0	5	0	52	47	275	1	4	268	8	661
VOLUMES	5	3	0	133	2	536	479	2,309	1	7	2,529	156	6,160
APPROACH %	63%	38%	0%	20%	0%	80%	17%	83%	0%	0%	94%	6%	
APP/DEPART	8	/	637	671	/	8	2,789	/	2,444	2,692	/	3,071	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	3	2	0	73	1	284	256	1,197	0	0	1,438	101	3,355
APPROACH %	60%	40%	0%	20%	0%	79%	18%	82%	0%	0%	93%	7%	
PEAK HR FACTOR	0.625			0.821			0.944			0.859			0.889
APP/DEPART	5	/	358	358	/	1	1,453	/	1,270	1,539	/	1,726	0
4:00 PM	1	0	0	14	1	56	77	377	2	3	295	17	843
4:15 PM	0	0	0	19	2	95	68	367	1	2	311	9	874
4:30 PM	0	2	0	11	1	73	80	391	2	0	257	11	828
4:45 PM	1	0	0	15	1	63	77	386	2	0	314	11	870
5:00 PM	1	0	1	12	0	65	74	365	1	0	296	6	821
5:15 PM	1	0	1	13	0	80	81	387	2	0	283	7	855
5:30 PM	0	1	0	13	1	59	62	374	1	1	264	8	784
5:45 PM	1	1	2	8	1	48	76	422	0	2	264	8	833
VOLUMES	5	4	4	105	7	539	595	3,069	11	8	2,284	77	6,708
APPROACH %	38%	31%	31%	16%	1%	83%	16%	84%	0%	0%	96%	3%	
APP/DEPART	13	/	674	651	/	24	3,675	/	3,180	2,369	/	2,830	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	2	2	0	59	5	287	302	1,521	7	5	1,177	48	3,415
APPROACH %	50%	50%	0%	17%	1%	82%	17%	83%	0%	0%	96%	4%	
PEAK HR FACTOR	0.500			0.756			0.967			0.946			0.977
APP/DEPART	4	/	352	351	/	17	1,830	/	1,580	1,230	/	1,466	0

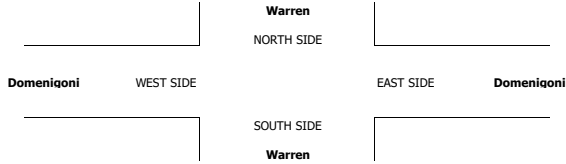
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	1	2	3

RTOR			
NRR	SRR	ERR	WRR
0	20	0	0
0	12	0	0
0	16	0	0
0	12	0	0
0	19	0	0
0	7	0	0
0	13	0	0
0	15	0	0
0	114	0	0

0	60	0	0
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0	14	0	0
0	12	0	0
0	19	0	0
0	13	0	0
1	22	0	0
1	21	0	0
0	24	0	0
1	11	0	0
3	136	0	0

0	58	0	0
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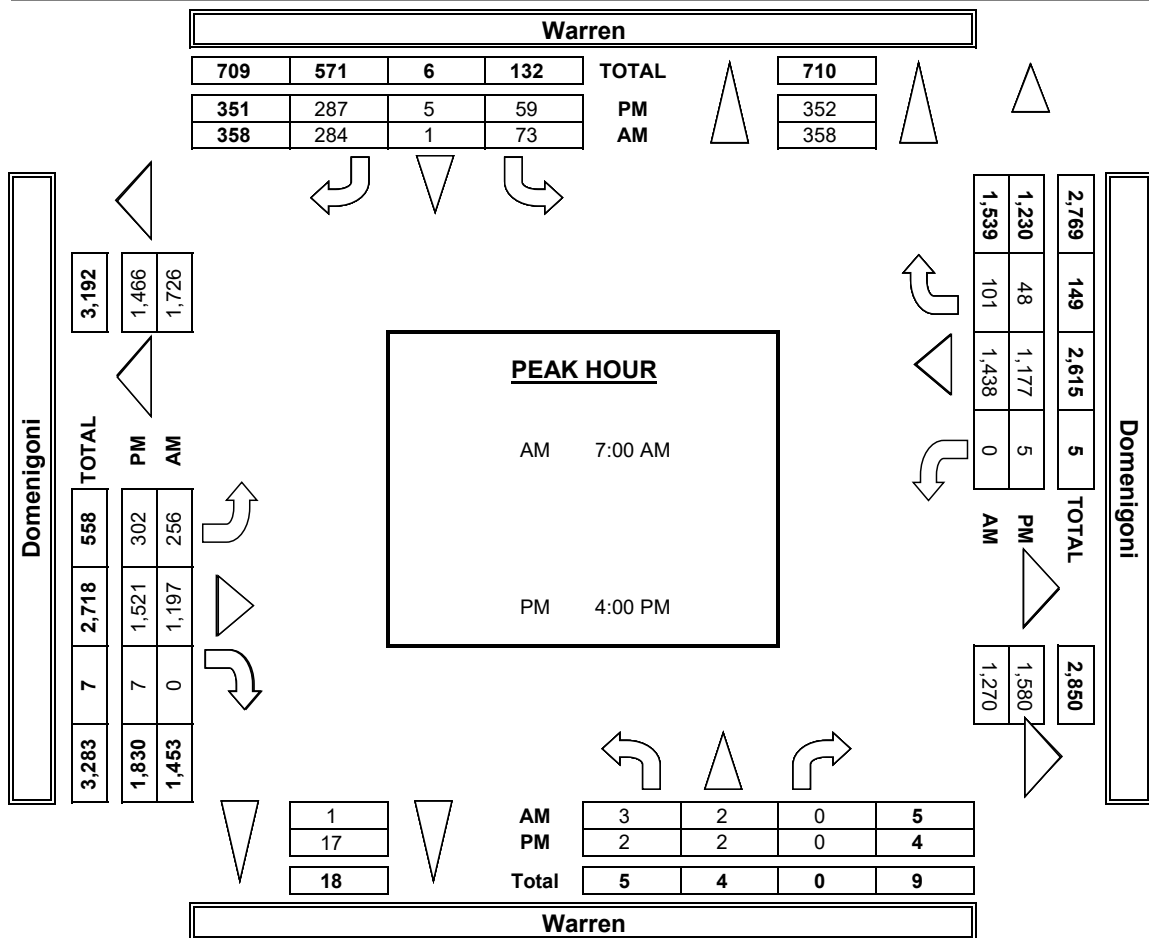
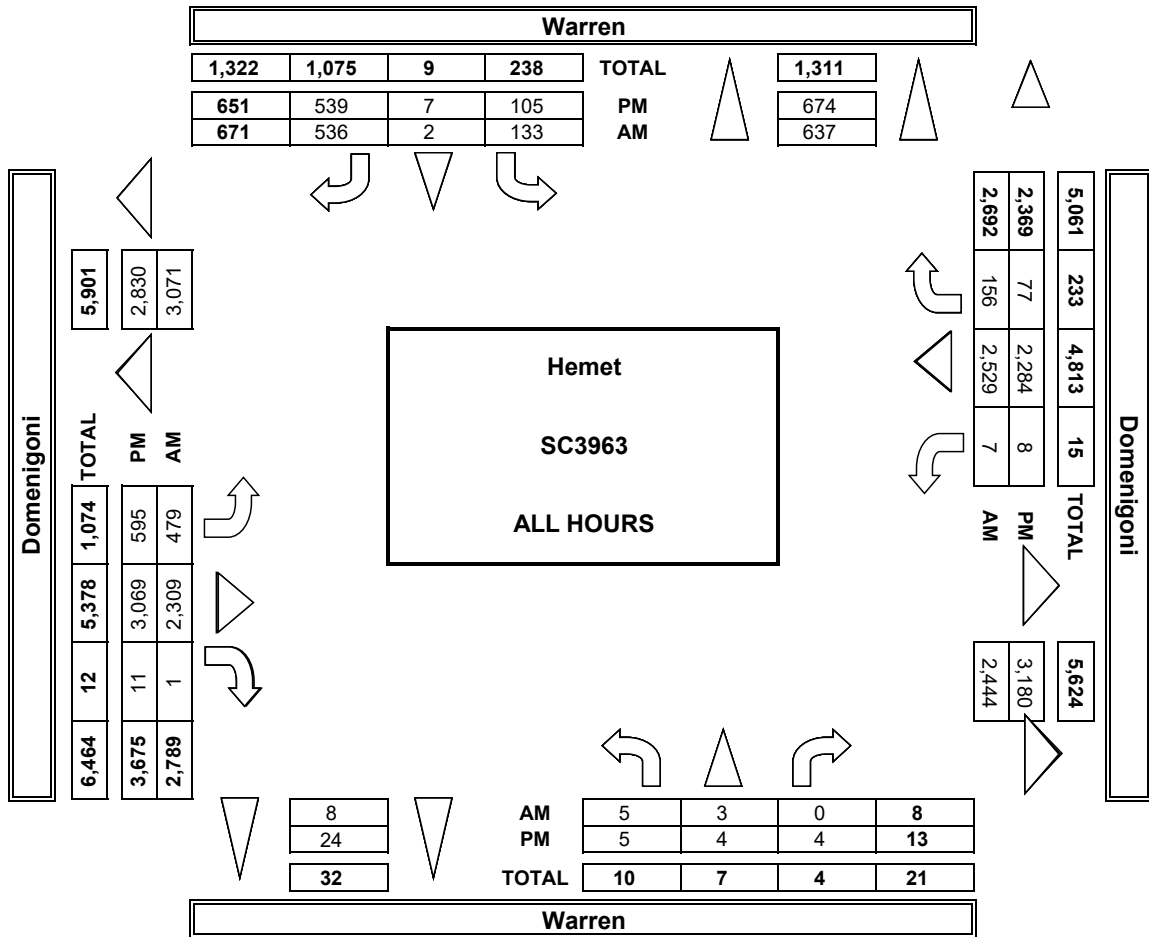


	ALL PED AND BIKE				TOTAL
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	1	0	2
8:45 AM	0	0	0	0	0
TOTAL	0	1	1	0	2
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL	0	0	1	1	2

	PEDESTRIAN CROSSINGS				TOTAL
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

	BICYCLE CROSSINGS				TOTAL
	ES	WS	SS	NS	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	1	0	2
8:45 AM	0	0	0	0	0
TOTAL	0	1	1	0	2
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL	0	0	1	1	2

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY  
 LOCATION: NORTH & SOUTH: Hemet  
 EAST & WEST: Warren  
 PROJECT #: SC3963  
 LOCATION #: 27  
 CONTROL: Domenigoni WEST SIDE

<b>CLASS 1:</b> PASSENGER VEHICLES	<b>NOTES:</b>	AM	PM	MID	OTHER	S	N	E	W
		▲	▼	▶	◀	▲	▼	▶	◀

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS						
NB	SB	EB	WB	TTL		

RTOR				
NRR	SRR	EER	WRR	

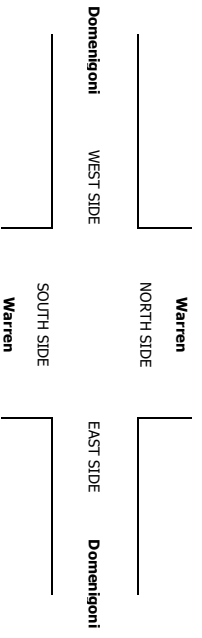
AM													
APPROACH %	Warren			Warren			Domenigoni			Domenigoni			TOTAL
	67%	33%	0%	20%	0%	80%	16%	84%	0%	0%	94%	6%	
BEGIN PEAK-HR	6	568	627	5	5	2,543	2,250	2,511	2,864	0			
VOLUMES	4	2	0	124	0	503	419	2,124	0	7	2,356	148	
APPROACH %	67% <td>33% <td>0% <td>20% <td>0% <td>80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td></td></td></td></td></td>	33% <td>0% <td>20% <td>0% <td>80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td></td></td></td></td>	0% <td>20% <td>0% <td>80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td></td></td></td>	20% <td>0% <td>80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td></td></td>	0% <td>80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td></td>	80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td>	16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td>	84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td>	0% <td>0% <td>94% <td>6% </td></td></td>	0% <td>94% <td>6% </td></td>	94% <td>6% </td>	6%	
BEGIN PEAK-HR	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	
VOLUMES	1	1	0	18	0	86	65	291	0	0	331	40	
APPROACH %	73.0 AM	73.0 AM	73.0 AM	73.0 AM	73.0 AM	73.0 AM	73.0 AM	73.0 AM	73.0 AM	73.0 AM	73.0 AM	73.0 AM	
VOLUMES	0	0	0	22	0	62	50	288	0	0	326	31	
APPROACH %	7.45 AM	7.45 AM	7.45 AM	7.45 AM	7.45 AM	7.45 AM	7.45 AM	7.45 AM	7.45 AM	7.45 AM	7.45 AM	7.45 AM	
VOLUMES	0	0	0	17	0	52	55	283	0	0	292	11	
APPROACH %	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	
VOLUMES	0	0	0	27	0	68	49	256	0	0	249	15	
APPROACH %	8:15 AM	8:15 AM	8:15 AM	8:15 AM	8:15 AM	8:15 AM	8:15 AM	8:15 AM	8:15 AM	8:15 AM	8:15 AM	8:15 AM	
VOLUMES	1	0	0	19	0	55	56	281	0	0	241	18	
APPROACH %	8:30 AM	8:30 AM	8:30 AM	8:30 AM	8:30 AM	8:30 AM	8:30 AM	8:30 AM	8:30 AM	8:30 AM	8:30 AM	8:30 AM	
VOLUMES	0	0	0	7	0	63	52	238	0	3	280	10	
APPROACH %	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	
VOLUMES	1	0	0	3	0	48	39	251	0	4	280	8	
APPROACH %	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	8:45 AM	
VOLUMES	4	2	0	124	0	503	419	2,124	0	7	2,356	148	
APPROACH %	67% <td>33% <td>0% <td>20% <td>0% <td>80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td></td></td></td></td></td>	33% <td>0% <td>20% <td>0% <td>80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td></td></td></td></td>	0% <td>20% <td>0% <td>80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td></td></td></td>	20% <td>0% <td>80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td></td></td>	0% <td>80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td></td>	80% <td>16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td></td>	16% <td>84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td></td>	84% <td>0% <td>0% <td>94% <td>6% </td></td></td></td>	0% <td>0% <td>94% <td>6% </td></td></td>	0% <td>94% <td>6% </td></td>	94% <td>6% </td>	6%	
BEGIN PEAK-HR	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	
VOLUMES	6	568	627	5	5	2,543	2,250	2,511	2,864	0			
APPROACH %	50%	50%	0%	20%	0%	80%	17%	83%	0%	0	1,336	97	
PEAK HR FACTOR	0.500	0.500	0.810	0.928	0.928	0.928	0.957	0.957	0.957	0.879	0.879	0.879	
APP/DEPART	4	321	337	1,321	1,166	1,433	1,608	1,608	0				

0	59	0	0	0
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PM													
APPROACH %	Warren			Warren			Domenigoni			Domenigoni			TOTAL
	36%	27%	36%	16%	1%	84%	3,450	2,976 <td>2,244</td> <td>2,690</td> <td>0</td>	2,244	2,690	0		
BEGIN PEAK-HR	11	4:00 PM	0	52	4	274	286	1,405	4	5	1,111	43	
VOLUMES	1	1	0	1	16%	83%	17%	83%	0%	0%	96%	4%	
APPROACH %	50%	50%	0%	0.757	0.970	0.970	0.970	0.970	0.947	0.947	0.947	0.973	
PEAK HR FACTOR	0.500	0.500	0.330	0.330	0.330	0.330	0.330	0.330	0.330	0.330	0.330	0.330	
APP/DEPART	2	330	330	1,695	1,457	1,159	1,386	1,386	0				

0	0	0	0	0	0	0
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0	14	0	0	0
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### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY : AImTD LLC, Tel: 714 253 7888 cse@aimtd.com

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Henet  
Warren  
Domeniconi

PROJECT #:  
LOCATION #:  
CONTROL:

SC3963  
27  
SIGNAL

<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	<b>NOTES:</b>		PM	▲	N		E	▶
		▲	W		S		▶	E

NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
Warren		Warren		Domeniconi		Domeniconi		
NL	NT	NR	SR	EL	ET	ER	WL	WR
0	1	0	0	1	2	1	1	1

AM		7:00 AM		7:15 AM		7:30 AM		7:45 AM		8:00 AM		8:15 AM		8:30 AM		8:45 AM		TOTAL	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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	0.000	0.000	0.000	0.730
APPROACH %	0	0%	44	26	6	18	2	6	23%	8%	69%	3	153	118	122	136	0	0	181
APP/DEPART	0	0	26	17	1	5	23	1	1	13	2	19	166	2	93	4	306	0	0.730
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

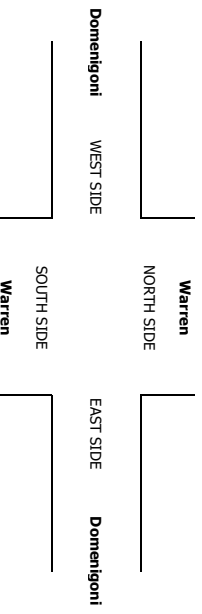
RTOR					
NRR	SRR	ERR	WRR		
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

PM		4:00 PM		4:15 PM		4:30 PM		4:45 PM		5:00 PM		5:15 PM		5:30 PM		5:45 PM		TOTAL	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR					
NRR	SRR	ERR	WRR		
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	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	0	0
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### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY

LOCATION: NORTH & SOUTH: Warren  
 EAST & WEST: Domenigoni

PREPARED BY: AlimTD LLC, tel: 714 253 7888, c@alimtd.com

PROJECT #: SC3963  
 LOCATION #: 27  
 CONTROL: SIGNAL

<b>CLASS 3:</b> 3-AXLE TRUCKS	<b>NOTES:</b>												
		AM	PM	ND	OTHER	▲	▼	▲	▼	▲	▼	▲	▼

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND	
LANES:	NL 0	NL 1	NL 0	NL 1	TOTAL

	Warren	Warren	Domenigoni	Domenigoni	Domenigoni									
7:00 AM	0	0	0	0	1	1	2	2	0	0	2	2	0	6
7:15 AM	0	0	0	0	0	0	0	3	0	0	1	1	1	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	3
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	2	0	2	0	2	0	0	0	5
8:15 AM	0	0	0	0	0	0	1	4	0	0	2	0	1	5
8:30 AM	0	0	0	0	0	0	1	1	0	0	2	0	0	4
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	3
VOLUMES	0	0	0	1	0	0	4	13	0	0	10	2	0	33
APPROACH %	0%	0%	0%	33%	0%	67%	13%	87%	0%	0%	83%	17%	0	0
APP/DEPART	0	0	4	6	0	0	15	7	15	12	7	14	0	0
BEGIN PEAK HR	7:00 AM													
VOLUMES	0	0	0	1	0	2	1	5	5	0	0	6	1	16
APPROACH %	0%	0%	0%	33%	0%	67%	17%	83%	0%	0%	86%	14%	0	0
PEAK HR FACTOR	0	0	0.000	0.750	0	0.500	0.500	0.500	0.583	0.583	0.417	0.20%	0.679	0
APP/DEPART	0	0	2	3	0	6	6	2	7	7	2	8	0	0

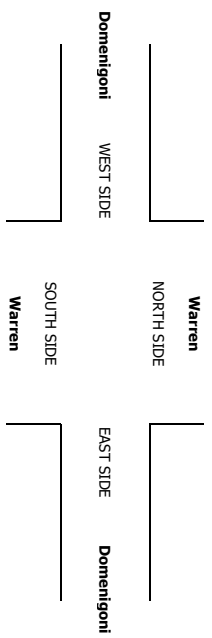
<b>U-TURNS</b>						
NB	SB	EB	WB	TTL	NRR	SRR
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0

<b>RTOR</b>				
NRR	SRR	ERR	WRR	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

	Warren	Warren	Domenigoni	Domenigoni	Domenigoni									
4:00 PM	0	0	0	0	0	0	2	2	0	0	1	1	5	
4:15 PM	0	0	0	0	1	1	3	0	0	1	1	0	6	
4:30 PM	0	1	0	0	1	0	3	1	0	1	0	0	7	
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	2	1	0	0	0	0	3	
VOLUMES	0	1	0	0	0	4	11	1	0	4	1	0	24	
APPROACH %	0%	100%	0%	0%	100%	25%	69%	6%	0%	80%	20%	0	0	
APP/DEPART	1	6	2	2	1	16	11	1	5	7	6	0	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	1	0	0	0	8	8	1	0	4	1	0	19	
APPROACH %	0%	100%	0%	0%	100%	18%	73%	9%	0%	80%	20%	0.679	0	
PEAK HR FACTOR	1	1	4	1	1	0.688	0.688	0.417	0.417	0.417	0.20%	0.679	0	
APP/DEPART	1	4	2	1	1	11	8	5	6	6	6	0	0	

<b>U-TURNS</b>						
NB	SB	EB	WB	TTL	NRR	SRR
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0

<b>RTOR</b>				
NRR	SRR	ERR	WRR	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY : AlimTD LLC, Tel: 714 253 7888 cse@alimtd.com

DATE: 4/19/23	PROJECT #: SC3963
LOCATION: NORTH & SOUTH:	LOCATION #: 27
WEDNESDAY	CONTROL:
HEMET WARREN DOMENIGONI	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM				PM			
		N	W	S	E	N	W	S	E

LANES:	NORTHBOUND <small>Warren</small>				SOUTHBOUND <small>Warren</small>				EASTBOUND <small>Domenigoni</small>				WESTBOUND <small>Domenigoni</small>				TOTAL
	NL	NT	NR	SR	SL	ST	SR	ER	EL	ET	ER	EL	WL	WT	WR	ER	

7:00 AM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	2	1	14
7:15 AM	0	0	0	0	0	0	0	0	2	6	0	0	0	10	0	0	18
7:30 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	5	0	0	9
7:45 AM	1	0	0	0	0	0	1	2	2	4	0	0	0	3	1	0	12
8:00 AM	0	0	0	0	0	0	0	5	2	4	0	0	0	4	0	0	16
8:15 AM	0	0	0	0	0	0	1	3	2	7	0	0	0	5	0	0	16
8:30 AM	0	0	0	0	1	0	2	2	2	5	0	0	0	4	0	0	14
8:45 AM	0	0	0	0	0	0	2	3	3	7	0	0	0	3	2	0	15
VOLUMES	1	1	0	0	1	0	11	15	13	47	0	0	0	36	2	2	114
APPROACH %	50%	50%	0%	0%	8%	0%	92%	24%	76%	0%	0%	0%	0%	95%	5%	0%	
BEGIN PEAK HR	1	0	0	0	0	0	5	62	24	48	0	0	0	38	48	0	0
VOLUMES	1	0	0	0	0	0	5	62	24	48	0	0	0	36	2	2	114
APPROACH %	100%	0%	0%	0%	0%	0%	17%	24%	83%	0%	0%	0%	0%	91%	9%	0%	
PEAK HR FACTOR	0.250	0.250	0.250	0.250	0.250	0.250	0.659	0.659	0.550	0.550	0.736	0.736	0.736	0.736	0.736	0.736	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0

4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0	5
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	1	0	6
4:45 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	6	0	0	11
5:00 PM	0	0	0	0	0	0	0	2	0	1	0	0	0	1	1	0	5
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	6
5:30 PM	0	0	0	0	0	0	0	2	0	1	0	0	0	2	0	0	3
5:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	0	2
VOLUMES	0	0	0	0	0	0	3	6	2	11	0	0	0	20	2	2	44
APPROACH %	0%	0%	0%	0%	33%	0%	67%	15%	85%	0%	0%	0%	0%	91%	9%	0%	
BEGIN PEAK HR	0	0	0	0	4	9	2	13	14	14	0	0	22	26	26	0	0
VOLUMES	0	0	0	0	2	2	2	7	7	7	0	0	0	14	1	28	
APPROACH %	0%	0%	0%	0%	50%	0%	50%	22%	78%	0%	0%	0%	0%	93%	7%	0%	
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.500	0.500	0.563	0.563	0.625	0.625	0.625	0.625	0.625	0.625	0.625	0.625	

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0	0	0	0	0

LANES:	NORTHBOUND <small>Warren</small>				SOUTHBOUND <small>Warren</small>				EASTBOUND <small>Domenigoni</small>				WESTBOUND <small>Domenigoni</small>				TOTAL
	NL	NT	NR	SR	SL	ST	SR	ER	EL	ET	ER	EL	WL	WT	WR	ER	



0	0	0	0	0
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### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AlimTD LLC, tel: 714 253 7888, cse@alimtd.com

DATE: 4/19/23 WEDNESDAY	PROJECT #: SC3963
LOCATION: NORTH & SOUTH: EAST & WEST:	LOCATION #: 27
Heinet Warren Domenigoni	SIGNAL
CONTROL:	

CLASS 5:	NOTES:	AM				PM			
		W	M	D	OTHER	W	M	D	OTHER
RV		▲	N	▶	▶	S	▲	▶	E

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WL	WT	WR	WR	

<b>AM</b> 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	Warren				Warren				Domenigoni				Domenigoni					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

<b>AM</b> 7:00 AM 7:15 AM 7:30 AM 7:45 PM 8:00 PM 8:15 PM 8:30 PM 8:45 PM	Warren				Warren				Domenigoni				Domenigoni					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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0	0	0	0	0
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0	0	0	0	0

<b>PM</b> 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	Warren				Warren				Domenigoni				Domenigoni					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
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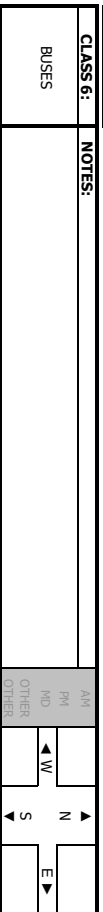


### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AImTD LLC, tel: 714 253 7888 cs@aimtd.com

DATE: 4/19/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Hemet Warren Domenigoni
CLASS 6:	NOTES:	
BUSES		

PROJECT #:	SC3963
LOCATION #:	27
CONTROL:	SIGNAL



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>	Warren												
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
7:15 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	1	3	0	0	3	0	7
<b>PM</b>	Domenigoni												
APP/DEPART	0	0	3	0	0	0	15	7	12	0	9	9	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	0	0	0	0	0	0	2	3	0	0	4	0	9
APPROACH %	0%	0%	0%	0%	0%	0%	40%	60%	0%	0%	100%	0%	0.750
PEAK HR FACTOR	0.000												
<b>AM</b>	Warren												
APP/DEPART	0	0	2	0	0	0	5	1	3	4	4	4	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0.500
PEAK HR FACTOR	0.000												
<b>PM</b>	Domenigoni												
APP/DEPART	0	0	1	0	0	0	8	7	7	0	7	0	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	0	0	0	0	2	0	0	0	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0.500
PEAK HR FACTOR	0.000												

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 19, 23 LOCATION: Hemet NORTH & SOUTH: EAST & WEST: Warren SR-74 PROJECT #: SC3960 LOCATION #: 4 CONTROL: SIGNAL



	NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND SR-74			WESTBOUND SR-74			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
7:00 AM	32	53	26	1	45	24	28	133	30	38	131	1	542
7:15 AM	49	55	18	4	39	28	25	157	31	51	169	2	628
7:30 AM	43	55	24	5	48	39	18	149	32	48	174	2	637
7:45 AM	31	37	28	3	55	26	25	210	50	73	150	4	692
8:00 AM	32	48	22	3	53	40	36	182	60	56	134	2	668
8:15 AM	25	49	38	6	58	35	36	158	23	36	116	1	581
8:30 AM	36	56	34	4	56	28	30	174	36	31	124	3	612
8:45 AM	44	42	24	4	53	27	34	167	47	47	129	2	620
VOLUMES	292	395	214	30	407	247	232	1,330	309	380	1,127	17	4,980
APPROACH %	32%	44%	24%	4%	60%	36%	12%	71%	17%	25%	74%	1%	
APP/DEPART	901	/	644	684	/	1,097	1,871	/	1,577	1,524	/	1,662	0
BEGIN PEAK HR VOLUMES	155	195	92	15	195	133	104	698	173	228	627	10	2,625
APPROACH %	35%	44%	21%	4%	57%	39%	11%	72%	18%	26%	72%	1%	
PEAK HR FACTOR	0.906			0.893			0.855			0.953			0.948
APP/DEPART	442	/	309	343	/	598	975	/	806	865	/	912	0
4:00 PM	32	39	70	7	41	25	30	189	20	54	160	7	674
4:15 PM	45	45	65	9	47	30	25	260	39	31	168	2	766
4:30 PM	61	52	53	7	39	47	36	210	45	52	192	5	799
4:45 PM	35	65	68	9	34	32	39	218	43	46	155	1	745
5:00 PM	50	72	83	4	43	37	36	232	36	41	155	5	794
5:15 PM	54	65	60	7	40	23	33	228	37	34	207	6	794
5:30 PM	59	57	63	3	42	34	35	200	38	38	163	5	737
5:45 PM	50	48	49	10	31	32	23	193	36	26	165	2	665
VOLUMES	386	443	511	56	317	260	257	1,730	294	322	1,365	33	5,974
APPROACH %	29%	33%	38%	9%	50%	41%	11%	76%	13%	19%	79%	2%	
APP/DEPART	1,340	/	729	633	/	933	2,281	/	2,306	1,720	/	2,006	0
BEGIN PEAK HR VOLUMES	200	254	264	27	156	139	144	888	161	173	709	17	3,132
APPROACH %	28%	35%	37%	8%	48%	43%	12%	74%	13%	19%	79%	2%	
PEAK HR FACTOR	0.876			0.866			0.981			0.903			0.980
APP/DEPART	718	/	413	322	/	495	1,193	/	1,182	899	/	1,042	0

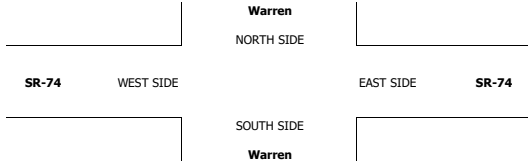
U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
1	0	0	0	1	1
1	0	0	1	2	2
0	0	0	0	0	0
1	0	0	0	1	1
1	0	0	0	1	1
0	0	0	1	1	1
0	0	0	1	1	1
4	0	0	3	7	7

RTOR			
NRR	SRR	ERR	WRR
19	18	13	0
12	20	6	0
11	24	13	0
16	18	15	0
13	30	20	1
24	22	10	0
19	16	10	1
11	17	19	0
125	165	106	2

52	92	54	1
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0	0	1	1	2
0	0	0	2	2
2	0	0	1	3
1	0	0	2	3
2	0	1	0	3
3	0	1	0	4
1	0	0	3	4
0	0	1	0	1
9	0	4	9	22

122	88	59	3
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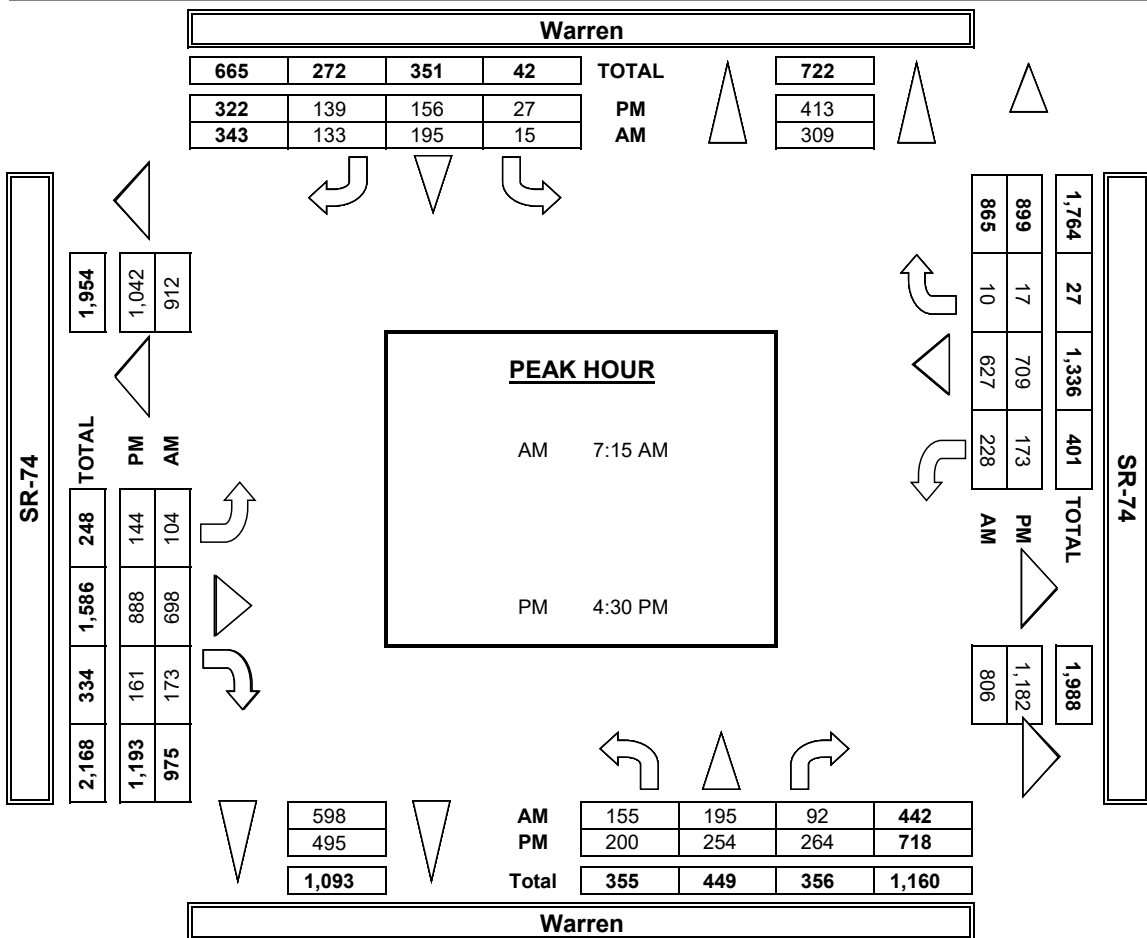
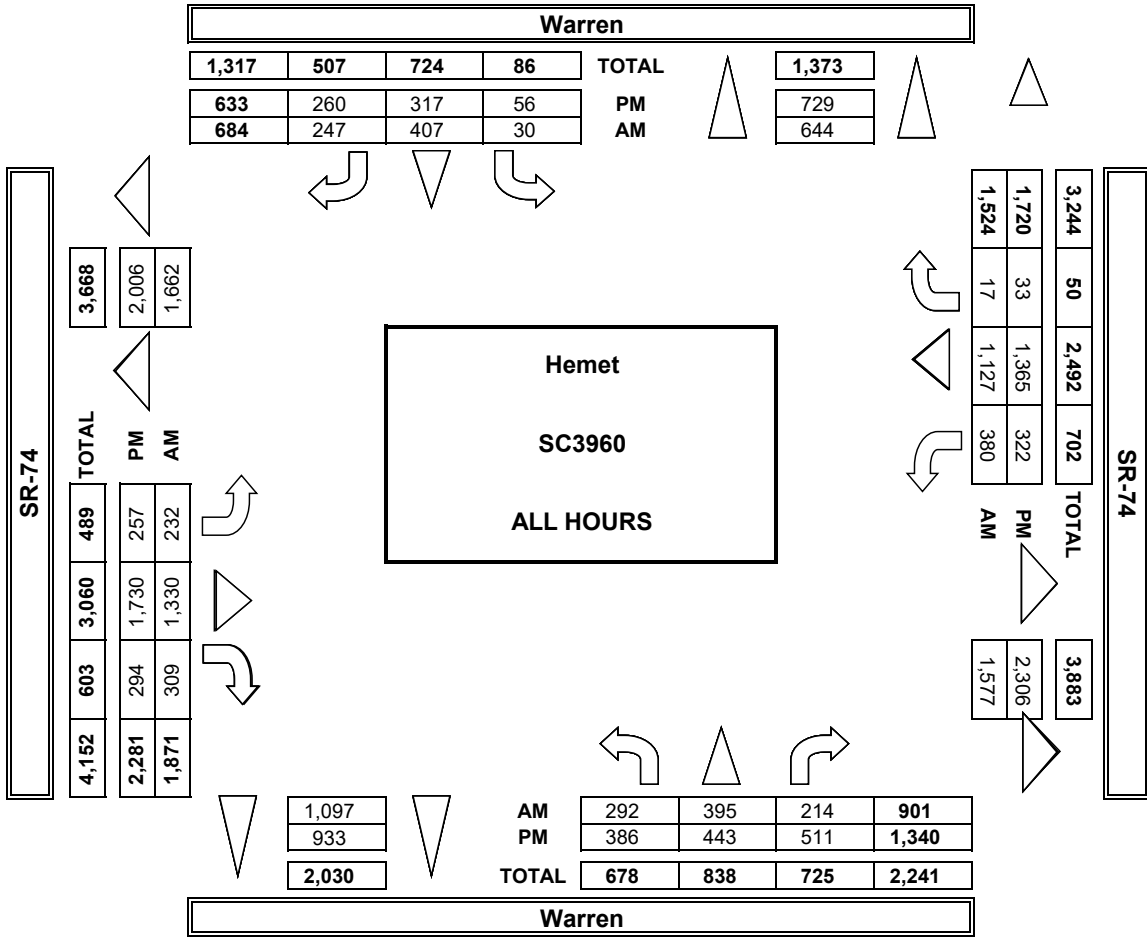
	ALL PED AND BIKE				TOTAL
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	1	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	1	0	0	1	2

	PEDESTRIAN CROSSINGS				TOTAL
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	1	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	1	0	0	1	2

	BICYCLE CROSSINGS				TOTAL
	ES	WS	SS	NS	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0



**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

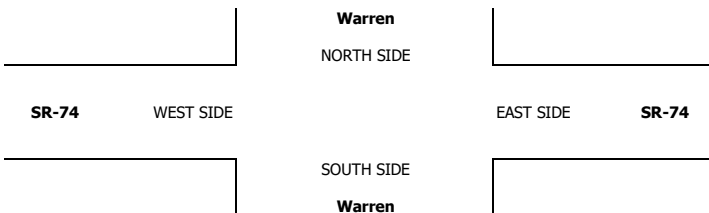
DATE: 4/19/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Hemet Warren SR-74	PROJECT #: LOCATION #: CONTROL:	SC3960 4 SIGNAL
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PCE Adjusted	<b>NOTES:</b>										AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9		
	Factor	1	1.5	2	3	2	2	3	2	2		

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	Warren			Warren			SR-74			SR-74				NB	SB	EB	WB	TTL
	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0						

<b>AM</b>	7:00 AM	40	58	29	2	46	27	40	144	36	41	143	1	605
	7:15 AM	52	64	18	5	43	31	30	177	40	52	184	2	697
	7:30 AM	45	60	28	6	55	52	19	168	38	49	189	2	709
	7:45 AM	33	40	30	3	61	34	30	232	59	74	166	4	763
	8:00 AM	36	52	22	3	65	43	48	198	65	61	151	2	745
	8:15 AM	28	64	41	8	62	39	46	177	28	40	130	1	663
	8:30 AM	47	64	35	5	62	35	38	192	37	33	136	3	684
	8:45 AM	52	48	26	4	55	38	41	184	61	51	140	3	699
	VOLUMES	331	449	227	34	447	298	290	1,471	363	400	1,237	18	5,562
	APPROACH %	33%	45%	23%	4%	57%	38%	14%	69%	17%	24%	75%	1%	
APP/DEPART	1,006	/	756	779	/	1,210	2,124	/	1,732	1,654	/	1,866	0	
BEGIN PEAK HR VOLUMES	7:15 AM													
VOLUMES	166	215	97	16	224	160	126	775	202	235	690	10	2,913	
APPROACH %	172	224	101	17	232	166	131	805	210	244	717	10		
APPROACH %	35%	45%	20%	4%	56%	40%	11%	70%	18%	25%	74%	1%		
PEAK HR FACTOR	0.894			0.887			0.861			0.959			0.955	
APP/DEPART	478	/	351	399	/	660	1,102	/	888	935	/	1,015	0	
<b>PM</b>	4:00 PM	33	43	72	7	43	26	36	204	21	56	171	7	717
	4:15 PM	51	49	68	9	51	36	31	266	42	30	174	2	808
	4:30 PM	68	56	54	8	42	51	40	222	47	57	198	5	845
	4:45 PM	40	71	69	9	35	34	42	236	45	45	162	1	787
	5:00 PM	52	78	87	4	50	42	38	242	39	41	161	5	836
	5:15 PM	59	67	60	7	44	26	33	234	39	35	213	7	821
	5:30 PM	67	57	65	3	44	40	39	209	41	36	168	5	772
	5:45 PM	53	49	51	10	33	38	24	205	36	26	172	2	697
	VOLUMES	422	468	523	57	339	290	281	1,817	310	325	1,418	34	6,282
	APPROACH %	30%	33%	37%	8%	49%	42%	12%	75%	13%	18%	80%	2%	
APP/DEPART	1,413	/	783	686	/	973	2,407	/	2,397	1,776	/	2,130	0	
BEGIN PEAK HR VOLUMES	4:30 PM													
VOLUMES	218	271	269	28	170	152	152	933	170	178	733	18	3,289	
APPROACH %	227	281	280	29	176	158	158	970	176	185	762	18		
APPROACH %	29%	36%	36%	8%	49%	43%	12%	74%	14%	19%	79%	2%		
PEAK HR FACTOR	0.877			0.864			0.972			0.894			0.973	
APP/DEPART	758	/	440	349	/	517	1,254	/	1,230	928	/	1,103	0	

0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

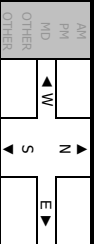
Warren  
Henet  
Warren  
SR-74

PROJECT # :  
LOCATION # :  
CONTROL:

SC3960  
4  
SIGNAL

PREPARED BY : AimTD LLC, tel: 714 253 7888 c@aimtd.com

<b>CLASS 1:</b> PASSENGER VEHICLES	<b>NOTES:</b>
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Warren	NT	NR	Warren	ST	SR	SR-74	ET	ER	Warren	WT	WR	
<b>LANES:</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	1	2	1	1	3	0	1	2	0	1	2	0	4/6
7:15 AM	45	50	18	3	34	23	21	138	22	50	115	1	557
7:30 AM	39	49	21	4	39	31	16	132	26	46	157	2	562
7:45 AM	28	35	26	3	48	19	20	188	40	72	135	4	618
8:00 AM	26	43	22	3	46	35	26	166	53	52	120	2	594
8:15 AM	21	36	36	5	56	30	30	139	20	31	101	1	506
8:30 AM	21	49	33	3	51	51	24	154	34	30	112	3	542
8:45 AM	31	37	22	4	50	50	17	147	38	43	116	1	534
VOLUMES	243	344	202	25	368	198	187	1,181	258	360	1,007	16	4,389
APPROACH %	31%	44%	26%	4%	62%	34%	12%	73%	16%	26%	73%	1%	
APP/DEPART	789	547	591	987	1,626	1,410	1,383	1,445	0				
BEGIN PEAK-HR													
VOLUMES	136	177	87	13	167	108	83	624	141	219	563	10	2,331
APPROACH %	34%	44%	22%	5%	58%	38%	10%	74%	17%	28%	71%	1%	
PEAK HR FACTOR	0.889	0.889	0.889	0.857	0.857	0.855	0.855	0.855	0.940	0.940	0.940	0.943	
APP/DEPART	402	270	288	848	529	725	793	807	0				

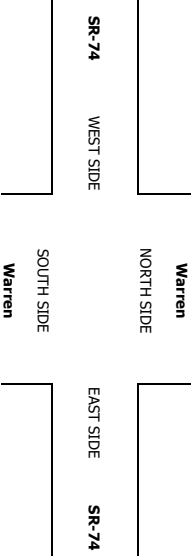
U-TURNS						
NB	SB	EB	WB	TTL		
0	0	0	0	0	0	0
1	0	0	0	1	1	1
0	0	0	0	0	0	0
0	0	0	1	1	1	1
0	0	0	0	0	0	0
1	0	0	0	1	1	1
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	1	1	1	1
0	0	0	0	0	0	0
3	0	0	2	5	5	5

RTOR				
NRR	SRR	EER	WRR	
0	0	0	0	
18	16	10	0	
12	17	4	0	
11	19	11	0	
15	12	14	0	
13	27	20	1	
22	20	9	0	
19	12	10	1	
10	10	17	0	
120	133	95	2	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Warren	NT	NR	Warren	ST	SR	SR-74	ET	ER	Warren	WT	WR	
<b>LANES:</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	31	35	67	7	38	24	24	177	19	51	145	7	625
4:15 PM	39	39	60	9	41	24	20	249	36	30	160	2	709
4:30 PM	53	49	52	5	36	42	30	194	42	47	182	5	737
4:45 PM	29	60	66	9	33	29	35	196	41	43	142	1	684
5:00 PM	48	67	79	4	39	34	33	218	33	41	218	5	756
5:15 PM	49	61	60	7	37	21	33	216	35	32	200	5	686
5:30 PM	53	57	60	3	40	27	31	187	35	34	154	5	686
5:45 PM	45	47	47	10	28	27	22	179	36	26	137	2	626
VOLUMES	347	415	491	54	292	228	228	1,616	277	304	1,287	32	5,571
APPROACH %	28%	33%	39%	9%	51%	40%	11%	76%	13%	19%	79%	2%	
APP/DEPART	1,253	671	574	881	2,121	1,623	1,623	1,857	0				
BEGIN PEAK-HR													
VOLUMES	171	237	257	25	145	126	129	824	151	163	671	16	2,925
APPROACH %	25%	35%	38%	8%	49%	43%	12%	75%	14%	19%	79%	2%	
PEAK HR FACTOR	0.867	0.867	0.867	0.892	0.892	0.974	0.974	0.974	1.106	0.897	0.897	0.967	
APP/DEPART	673	382	296	467	1,106	850	970	0					

U-TURNS						
NB	SB	EB	WB	TTL		
0	0	1	0	1	1	1
2	0	0	1	3	3	3
0	0	0	0	0	0	0
1	0	0	0	1	1	1
2	0	1	0	3	3	3
3	0	1	0	4	4	4
1	0	0	0	1	1	1
0	0	1	0	1	1	1
0	0	0	0	0	0	0
9	0	4	1	14	14	14

RTOR				
NRR	SRR	EER	WRR	
35	15	6	0	
28	15	11	0	
24	23	15	1	
32	21	13	1	
32	24	8	1	
32	13	16	0	
24	13	16	1	
27	22	20	1	
234	146	105	5	



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AImTD LLC, Tel: 714 253 7888 csa@aimtd.com

DATE: 4/19/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	HEMET Warren SR-74	PROJECT #: 4 SC3960
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	WARREN Warren SR-74	LOCATION #: 4 SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	NORTHBOUND				SOUTHBOUND			
		NL	NT	NR	NR	SL	ST	SR	SR

LANES:		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
		Warren				Warren				SR-74				SR-74				SR-74			

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
		NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WL	WT	WR	WR				

U-TURNS							
NB	SB	EB	WB	TTL	NRR	SRR	ERR

0	0	0	0	0	1	2	1
0	0	0	0	0	0	3	2
0	0	0	0	0	0	1	2
0	0	0	0	0	0	4	2
0	0	0	0	0	0	3	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0
0	0	0	0	0	0	2	0
0	0	0	0	0	0	2	1
0	0	0	0	0	0	18	7

RTOR							
NRR	SRR	ERR	WRR	NRR	SRR	ERR	WRR

0	11	5	0	1	3	1	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
		NL	NT	NR	NR	SL	ST	SR	SR	EL	ET	ER	ER	WL	WT	WR	WR				

U-TURNS							
NB	SB	EB	WB	TTL	NRR	SRR	ERR

0	0	0	0	0	1	1	0
0	0	0	0	0	0	3	1
0	0	0	0	0	0	3	0
0	0	0	0	0	0	1	0
0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0
0	0	0	0	0	0	2	1
0	0	0	0	0	0	14	5

0	11	5	0	1	3	1	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

Warren  
NORTH SIDE

SR-74 WEST SIDE

SOUTH SIDE  
Warren

SR-74 EAST SIDE

Warren  
SOUTH SIDE





## INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23 LOCATION: Hemet PROJECT #: SC3960  
 WEDNESDAY NORTH & SOUTH: Warren SR-74 LOCATION #: 4  
 EAST & WEST: SR-74 CONTROL: SIGNAL

<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>												
<table border="1" style="margin: auto;"> <tr> <td>▲</td> <td>N</td> <td>▲</td> </tr> <tr> <td>▲</td> <td>W</td> <td>▲</td> </tr> <tr> <td>▲</td> <td>S</td> <td>▲</td> </tr> <tr> <td>▲</td> <td>E</td> <td>▲</td> </tr> </table>		▲	N	▲	▲	W	▲	▲	S	▲	▲	E	▲
▲	N	▲											
▲	W	▲											
▲	S	▲											
▲	E	▲											

LANES:	NORTHBOUND		SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT			
													WARREN	WARREN
7:00 AM	3	0	1	0	0	1	6	1	2	2	1	1	0	16
7:15 AM	0	4	0	0	1	0	2	5	3	3	0	1	0	16
7:30 AM	0	1	1	0	1	0	0	6	2	2	0	2	0	19
7:45 AM	0	1	0	0	1	3	1	5	5	2	0	5	0	18
8:00 AM	0	1	0	0	0	0	4	4	1	2	2	0	0	23
8:15 AM	0	5	1	1	2	1	4	5	2	2	1	3	0	25
8:30 AM	4	3	0	0	2	2	3	2	2	0	3	0	0	20
8:45 AM	2	2	0	0	0	2	2	2	2	6	2	2	0	18
VOLUMES	7	13	3	1	12	15	22	30	18	7	23	0	153	
APPROACH %	26%	63%	11%	4%	43%	54%	31%	43%	28%	23%	77%	0%	0	
APP/DEPART	27	/	39	28	/	37	70	/	34	30	/	45	0	
BEGIN PEAK HR VOLUMES	0	7	1	0	8	9	7	20	8	2	14	0	76	
APPROACH %	0%	88%	13%	0%	47%	53%	20%	57%	23%	13%	88%	0%	0.826	
PEAK HR FACTOR		0.500			0.607			0.875			0.500		0.826	
APP/DEPART	8	/	14	17	/	18	35	/	21	16	/	23	0	
4:00 PM	0	1	0	0	0	0	2	5	0	1	2	0	11	
4:15 PM	1	0	0	0	0	2	2	0	1	0	1	0	7	
4:30 PM	1	1	0	0	1	1	0	1	1	0	2	0	7	
4:45 PM	1	2	0	0	0	0	2	2	0	0	0	0	5	
5:00 PM	0	1	0	0	0	3	0	1	1	0	1	0	10	
5:15 PM	1	0	0	0	1	1	1	1	0	0	0	0	3	
5:30 PM	3	0	0	0	0	1	1	1	1	0	0	0	7	
5:45 PM	0	0	0	0	0	2	2	2	0	0	2	0	6	
VOLUMES	7	5	1	0	5	9	5	12	3	3	6	0	56	
APPROACH %	54%	38%	8%	0%	36%	64%	25%	60%	15%	33%	67%	0%	0	
APP/DEPART	13	/	10	14	/	11	20	/	13	9	/	22	0	
BEGIN PEAK HR VOLUMES	3	4	1	0	5	4	0	4	1	2	1	0	25	
APPROACH %	38%	50%	13%	0%	56%	44%	0%	80%	20%	67%	33%	0%	0.625	
PEAK HR FACTOR		0.667			0.450			0.625		0.375			0.625	
APP/DEPART	8	/	4	9	/	8	5	/	5	3	/	8	0	

**U-TURNS**

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**RTOR**

NRR	SRR	ERR	WRR
0	0	0	0
0	0	1	0
0	0	0	0
0	4	0	0
0	2	0	0
0	0	0	0
0	0	0	0
1	1	1	0
0	1	1	0
0	1	1	0
1	9	3	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	6	0	0	0
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0	0	0	0	0
0	0	1	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	0
0	2	2	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AlimTD LLC, tel: 714 253 7888 cse@alimtd.com

DATE: 4/19/23  
 WEDNESDAY  
 LOCATION: NORTH & SOUTH: EAST & WEST:  
 PROJECT #: SC3960  
 LOCATION #: 4  
 CONTROL: SIGNAL

CLASS 5:	NOTES:	AM	PM	N	E
RV		MID	MID	▲	▶
		OTHER	OTHER	◀	◀
				S	◀

LANES:	NORTHBOUND		SOUTHBOUND			EASTBOUND		WESTBOUND			TOTAL
	NL	NT	SL	ST	SR	EL	ET	ER	WL	WT	
7:00 AM	1	2	1	3	0	1	2	0	1	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	1
VOLUMES	0	1	0	0	0	1	0	0	0	0	2
APPROACH %	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%
BEGIN PEAK HR	7:15 AM		/			/		/			0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000		0.000			0.000		0.000			0.000
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	

LANES:	NORTHBOUND		SOUTHBOUND			EASTBOUND		WESTBOUND			TOTAL
	NL	NT	SL	ST	SR	EL	ET	ER	WL	WT	
7:00 AM	1	2	1	3	0	1	2	0	1	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	1
VOLUMES	0	1	0	0	0	1	0	0	0	0	2
APPROACH %	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%
BEGIN PEAK HR	7:15 AM		/			/		/			0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000		0.000			0.000		0.000			0.000
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	1	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	1	1	0	0	0	0	0	0	0	0	1
APPROACH %	67%	33%	0%	0%	0%	0%	0%	0%	100%	0%	0%
BEGIN PEAK HR	4:30 PM		/			/		/			0
VOLUMES	1	1	0	0	0	0	0	0	1	0	0
APPROACH %	50%	50%	0%	0%	0%	0%	50%	50%	100%	0%	0%
PEAK HR FACTOR	0.250		0.000			0.250		0.250			0.625
APP/DEPART	2	1	0	0	0	2	1	1	1	1	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	

0	0	0	1	0
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**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 19, 23 LOCATION: NORTH & SOUTH: EAST & WEST: **Hemet Warren Stetson** PROJECT #: SC3963 LOCATION #: 29 CONTROL: STOP ALL

NOTES: [Diagram showing lane directions: AM, PM, HD, OTHER, NB, SB, EB, WB, ER, WL, WT, WR, and a checkbox for U-Turns to Left Turns]

Main data table with columns for NORTHBOUND, SOUTHBOUND, EASTBOUND, WESTBOUND, U-TURNS, and RTOR. Includes sub-totals for AM and PM periods.

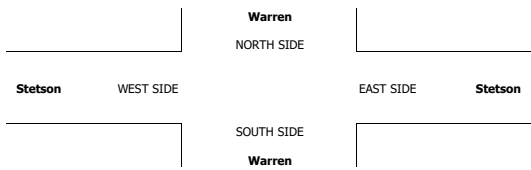


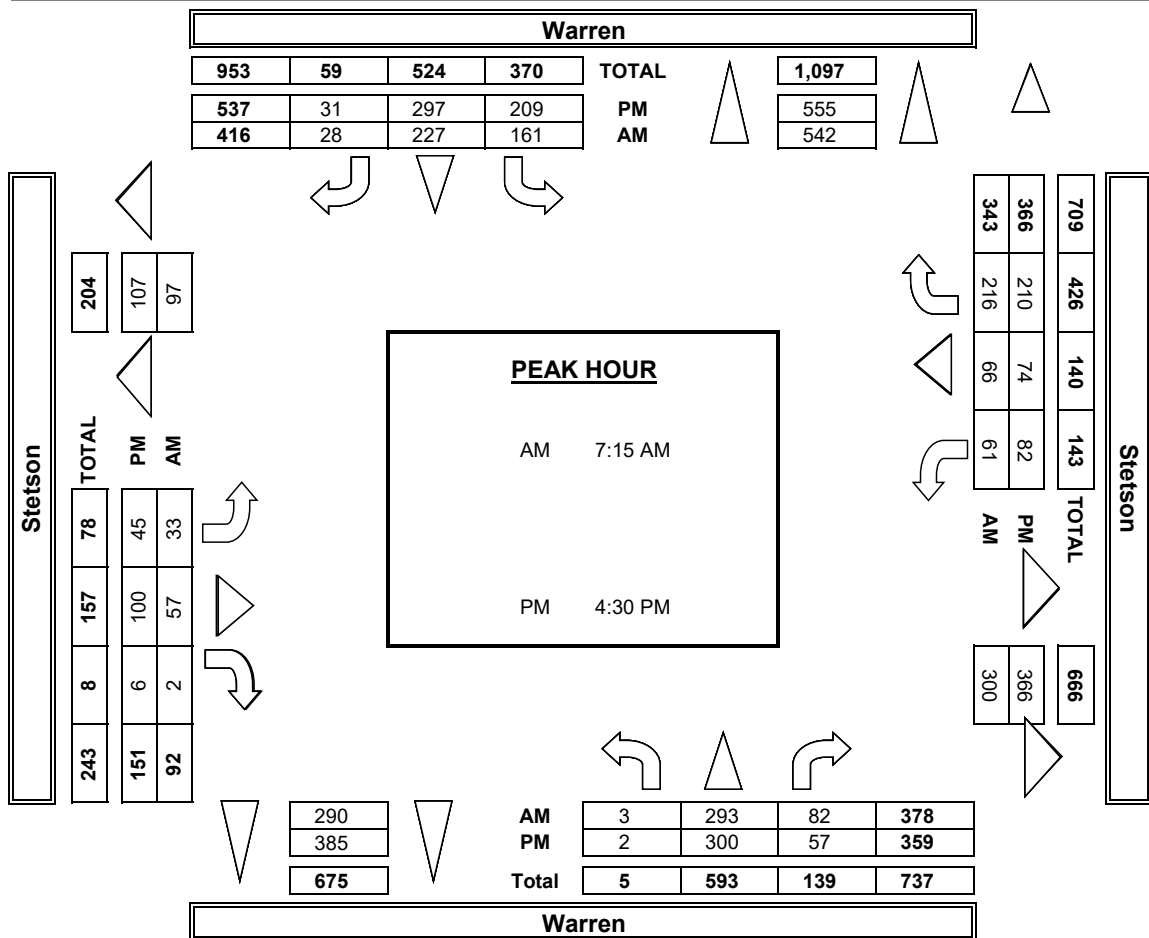
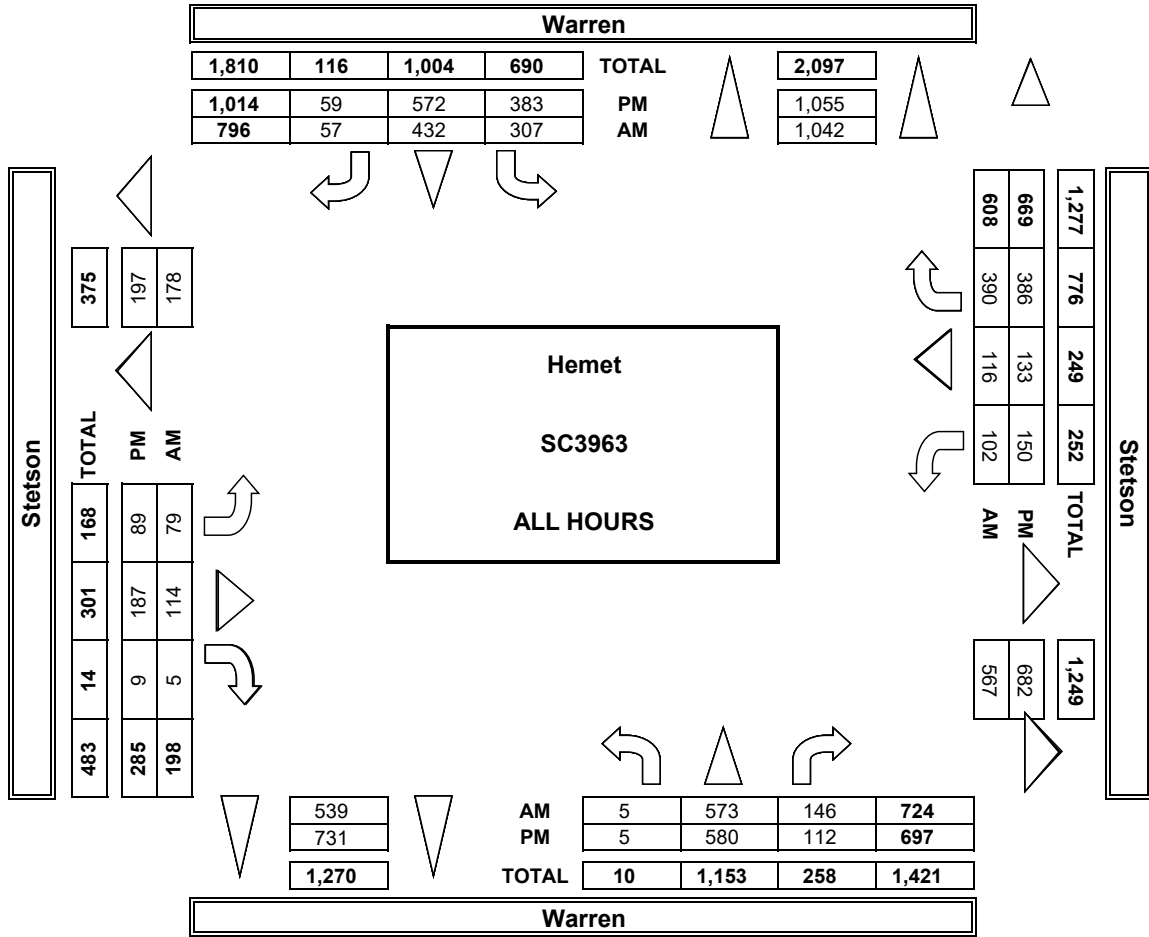
Table for AM and PM periods showing pedestrian and bicycle counts for all directions.

Table titled 'ALL PED AND BIKE' showing counts for East Side, West Side, South Side, and North Side.

Table titled 'PEDESTRIAN CROSSINGS' showing counts for East Side, West Side, South Side, and North Side.

Table titled 'BICYCLE CROSSINGS' showing counts for East Side, West Side, South Side, and North Side.

**AimTD LLC**  
TURNING MOVEMENT COUNTS





### INTERSECTION TURNING MOVEMENT COUNTS

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Warren  
Hemet  
Stetson

PROJECT # :  
LOCATION # :  
CONTROL:

SC3963  
29  
STOP ALL

PREPARED BY: AImTD LLC, tel: 714 253 7888 c@aimtd.com

<b>CLASS 1:</b> PASSENGER VEHICLES	<b>NOTES:</b>											

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	Warren		Stetson		Warren		Stetson		Stetson		Warren		Warren				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WR	WR			
<b>AM</b>																	
7:00 AM	1	60	12	33	44	4	13	12	1	11	12	39	242				
7:15 AM	0	72	22	21	50	6	6	8	1	12	17	54	269				
7:30 AM	1	57	18	25	43	6	4	11	1	14	19	56	255				
7:45 AM	1	77	19	41	40	11	9	18	0	17	11	45	289				
8:00 AM	1	60	10	46	60	3	8	12	0	14	12	41	267				
8:15 AM	0	71	21	25	51	13	10	10	0	6	11	23	241				
8:30 AM	0	62	17	28	49	9	13	16	1	10	11	42	251				
8:45 AM	1	53	12	44	38	9	6	15	1	6	10	31	226				
VOLUMES	5	512	131	263	375	54	69	102	5	90	103	331	2,040				
APPROACH %	1%	79%	20%	38%	54%	89%	39%	58%	3%	17%	20%	63%					
APP/DEPART	648	/	912	692	/	470	176	/	496	524	/	162	0				
BEGIN PEAK-HR	7:15 AM																
VOLUMES	3	266	69	133	193	26	27	49	2	57	59	196	1,080				
APPROACH %	1%	79%	20%	38%	55%	7%	35%	63%	3%	18%	19%	63%					
PEAK HR FACTOR	0.871																
APP/DEPART	338	/	489	352	/	252	78	/	251	312	/	88	0				
4:00 PM	1	62	20	38	73	6	8	18	2	21	16	41	306				
4:15 PM	0	57	14	48	72	6	16	28	0	17	14	36	308				
4:30 PM	0	65	19	51	75	7	13	19	1	21	18	45	334				
4:45 PM	0	72	15	57	67	5	11	26	1	19	11	61	327				
5:00 PM	1	58	8	43	73	6	12	18	1	23	16	61	320				
5:15 PM	2	81	10	50	65	10	7	28	2	15	24	45	337				
5:30 PM	0	75	9	42	64	4	7	21	1	10	13	48	296				
5:45 PM	0	60	10	40	50	9	11	18	0	15	13	39	265				
VOLUMES	4	530	105	369	539	53	85	176	8	141	125	358	2,493				
APPROACH %	1%	83%	16%	38%	56%	6%	32%	65%	3%	23%	20%	57%					
APP/DEPART	639	/	973	961	/	688	269	/	650	624	/	182	0				
BEGIN PEAK-HR	4:30 PM																
VOLUMES	1	276	52	201	280	28	43	91	5	78	69	194	1,318				
APPROACH %	0%	84%	16%	39%	55%	6%	31%	65%	4%	23%	20%	57%					
PEAK HR FACTOR	0.904																
APP/DEPART	329	/	513	509	/	363	139	/	344	341	/	98	0				

U-TURNS						
NB	SB	EB	WB	TTL		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		
0	0	0	0	0		

RTOR				
NRR	SRR	FRR	WRR	
X	X	X	X	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

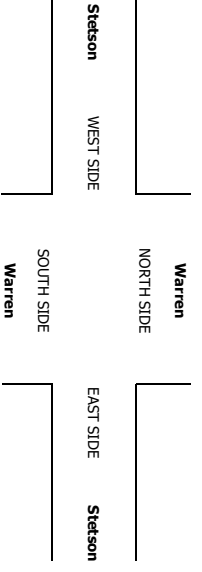
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY : AlimTD LLC, Tel: 714 253 7888 cse@alimtd.com

DATE: 4/19/23  
 WEDNESDAY

LOCATION:  
 NORTH & SOUTH:  
 EAST & WEST:

Henet  
 Warren  
 Stetson

PROJECT #:  
 LOCATION #:  
 CONTROL:

SC3963  
 29  
 STOP ALL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:					STOP ALL			
		PM	MID	OTHER	OTHER	W	S	E	S
		▲	▲	▲	▲	▲	▲	▲	▲
		▼	▼	▼	▼	▼	▼	▼	▼

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	3	0	1	3	0	1	0	0	1	1	1	3
7:15 AM	0	4	2	4	6	0	0	1	0	0	2	2	13
7:30 AM	0	5	3	9	5	0	2	4	0	0	1	5	22
7:45 AM	0	1	4	5	6	1	0	3	0	1	0	3	34
8:00 AM	0	0	5	4	2	0	0	0	0	2	3	7	24
8:15 AM	0	6	1	4	1	0	0	0	0	2	1	2	28
8:30 AM	0	3	1	3	1	0	0	0	0	1	0	1	17
8:45 AM	0	5	0	4	2	0	0	2	0	1	0	2	22
VOLUMES	0	32	15	34	26	1	4	10	0	7	10	13	28
APPROACH %	0%	69%	32%	56%	43%	2%	29%	71%	0%	11%	15%	74%	188
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR	0	15	13	22	19	1	3	8	0	3	6	18	108
VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
APPROACH	0	0.778	0.250	0.750	0.250	0.458	0.458	0.458	0.458	0.458	0.458	0.458	0.794
APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	108
BEGIN PEAK HR													

### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY

LOCATION: NORTH & SOUTH:  
 EAST & WEST:

PROJECT #: SC3963  
 LOCATION #: 29  
 CONTROL: STOP ALL

PREPARED BY: AlimTD LLC, tel: 714 253 7888, cse@alimtd.com

Henret  
 Warren  
 Stetson

Warren

<b>CLASS 3:</b> 3-AXLE TRUCKS	<b>NOTES:</b>	AM	PM	N	S	
		▲	▼	▲	▼	E ▶

NOBTHBOUND		SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
Warren		Warren			Stetson			Stetson			
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
0	1	0	0	1	0	0	1	0	1	0.5	0.5
LANES:											

U-TURNS						
NB	SB	EB	WB	TTL		
0	0	0	0	0		

RTOR				
NRR	SRR	ERR	WRR	
X	X	X	X	

<b>AM</b>											
VOLUMES											
0	5	0	2	9	0	1	0	0	2	3	6
APPROACH %											
0%	100%	0%	18%	82%	0%	50%	50%	0%	18%	22%	55%
BEGIN PEAK HR											
7:15 AM											
0	1	0	2	6	0	1	0	0	1	1	2
APPROACH %											
0%	100%	0%	25%	75%	0%	100%	0%	0%	33%	67%	13
PEAK HR FACTOR											
0.250			0.250	0.500		0.250			0.750		0.542
<b>PM</b>											
VOLUMES											
0	8	0	1	4	1	1	1	0	2	2	5
APPROACH %											
0%	100%	0%	17%	67%	17%	50%	50%	0%	0%	29%	71%
BEGIN PEAK HR											
4:30 PM											
0	3	0	1	1	1	1	1	0	2	2	3
APPROACH %											
0%	100%	0%	33%	33%	33%	50%	50%	0%	40%	60%	13
PEAK HR FACTOR											
0.750			0.375	0.375		0.500			0.417		0.650

0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0
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Warren  
 NORTH SIDE

Stetson    WEST SIDE

Stetson    EAST SIDE

Warren

SOUTH SIDE  
 Warren

### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY  
 LOCATION: NORTH & SOUTH: EAST & WEST: Stetson  
 PROJECT #: SC3963  
 LOCATION #: 29  
 CONTROL: STOP ALL

CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM	PM	N	E
		MID	OTHER	▲	▶

NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
Warren		Warren		Stetson		Stetson		
LANES:	NL NT	SL ST	SR	EL ET	ER	WL WT	WR	
	0 1	0 1	0 0	0 1	0 0	1 0.5	0.5	

7:00 AM		0	1	0	1	1	1	0	0	0	0	2	6
7:15 AM		0	4	0	2	2	0	0	0	0	0	0	8
7:30 AM		0	0	0	1	0	0	0	0	0	0	0	2
7:45 AM		0	1	0	0	0	0	0	0	0	0	0	3
8:00 AM		0	4	0	1	5	1	1	0	0	0	0	13
8:15 AM		0	3	0	2	3	0	0	0	0	0	0	11
8:30 AM		0	3	0	0	4	0	0	0	0	0	0	7
8:45 AM		0	6	0	1	5	0	0	0	0	0	1	13
VOLUMES		0	22	0	8	22	2	5	0	0	0	3	63
APPROACH %		0%	100%	0%	25%	69%	6%	100%	0%	0%	25%	0%	75%

U-TURNS							
NB	SB	EB	WB	TLL			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			

RTOR				
NRR	SRR	ERR	WRR	
X	X	X	X	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	

7:15 AM		0	9	0	4	9	1	1	0	0	0	0	26
VOLUMES		0	100%	0%	29%	64%	7%	100%	0%	0%	100%	0%	0%
APPROACH %		0%	100%	0%	25%	69%	6%	100%	0%	0%	25%	0%	75%

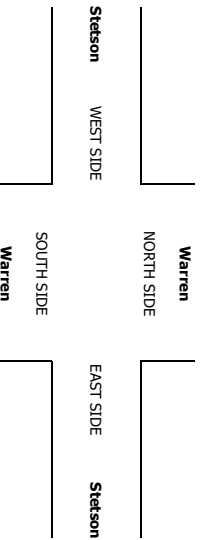
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			

0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

4:00 PM		0	1	0	0	1	1	0	0	0	0	0	2
4:15 PM		0	1	0	0	2	0	0	0	0	0	0	3
4:30 PM		0	1	0	0	1	0	0	0	0	0	0	4
4:45 PM		0	1	1	2	0	0	0	0	0	1	1	6
5:00 PM		0	2	1	0	2	0	0	0	0	0	0	7
5:15 PM		0	1	0	0	2	0	0	0	0	0	0	4
5:30 PM		0	1	0	0	0	0	0	0	0	0	0	2
5:45 PM		0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES		0	8	2	2	8	2	0	0	0	0	0	28
APPROACH %		0%	89%	20%	17%	67%	17%	0%	100%	0%	20%	80%	

0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			

0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	







**INTERSECTION TURNING MOVEMENT COUNTS**

DATE: 4/19/23	LOCATION: NORTH & SOUTH:	Hennet	PROJECT #: SC3963
WEDNESDAY	EAST & WEST:	Warren	LOCATION #: 29
		Stetson	CONTROL: STOP ALL

PREPARED BY: AlmtD LLC, tel: 714 253 7888 cs@almtD.com

<b>CLASS 6:</b>	<b>NOTES:</b>																																			
<b>BUSES</b>							<table border="1"> <tr> <td>AM</td> <td>PM</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td>▲</td> <td>▲</td> <td>▲</td> <td>▲</td> </tr> <tr> <td></td> <td></td> <td>▼</td> <td>▼</td> <td>▼</td> <td>▼</td> </tr> <tr> <td>OTHER</td> <td></td> <td>▲</td> <td>▲</td> <td>▲</td> <td>▲</td> </tr> </table>						AM	PM							▲	▲	▲	▲			▼	▼	▼	▼	OTHER		▲	▲	▲	▲
AM	PM																																			
		▲	▲	▲	▲																															
		▼	▼	▼	▼																															
OTHER		▲	▲	▲	▲																															

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Warren	Stetson	Warren	Warren	Stetson	Warren	Warren	Stetson	Warren	Warren	Stetson		

7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>VOLUMES</b>	0	2	0	0	0	0	0	0	0	2	0	0	5
<b>APPROACH %</b>	0%	100%	0%	0%	0%	0%	0%	0%	0%	67%	0%	33%	0
<b>APP/DEPART</b>	2	/	3	0	/	2	0	/	0	3	/	0	0
<b>VOLUMES</b>	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>APPROACH %</b>	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
<b>PEAK HR FACTOR</b>	0.500	0%	0.000	0.000	0%	0.000	0.000	0%	0.000	0.000	0%	0.000	0.500
<b>APP/DEPART</b>	2	/	2	0	/	0	0	/	0	0	/	0	0

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	
X	X	X	X	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	

4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>VOLUMES</b>	0	1	1	2	0	0	0	0	0	0	0	0	4
<b>APPROACH %</b>	0%	50%	50%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0
<b>APP/DEPART</b>	2	/	1	2	/	0	0	/	3	0	/	0	0
<b>VOLUMES</b>	0	0	1	2	0	0	0	0	0	0	0	0	3
<b>APPROACH %</b>	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
<b>PEAK HR FACTOR</b>	0.250	0%	0.250	0.500	0%	0.000	0.000	0%	0.000	0.000	0%	0.000	0.750
<b>APP/DEPART</b>	1	/	0	2	/	0	0	/	3	0	/	0	0

0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Warren	Stetson	Warren	Warren	Stetson	Warren	Warren	Stetson	Warren	Warren	Stetson		

0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

**Warren**

NORTH SIDE

Stetson

WEST SIDE

Stetson

EAST SIDE

SOUTH SIDE

**Warren**

**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Apr 25, 23	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Hemet Warren Mustang	<b>PROJECT #:</b> SC3963	<b>LOCATION #:</b> 30	<b>CONTROL:</b> SIGNAL
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<b>NOTES:</b>				AM PM ND OTHER	▲ N ◀ W E ▶ S ▼	<input type="checkbox"/> Add U-Turns to Left Turns
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LANES:	NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Mustang			WESTBOUND Mustang			TOTAL
	NL X	NT 2	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	

	NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Mustang			WESTBOUND Mustang			TOTAL
	NL X	NT 2	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	
7:00 AM	0	57	23	8	61	0	0	0	0	58	0	7	214
7:15 AM	0	74	24	11	59	0	0	0	0	58	0	16	242
7:30 AM	0	53	38	5	67	0	0	0	0	50	0	18	231
7:45 AM	0	71	30	12	56	0	0	0	0	43	0	17	229
8:00 AM	0	79	30	8	54	0	0	0	0	47	0	13	231
8:15 AM	0	68	30	11	80	0	0	0	0	46	0	14	249
8:30 AM	0	52	25	14	58	0	0	0	0	33	0	10	192
8:45 AM	0	58	26	6	48	0	0	0	0	28	0	12	178
<b>VOLUMES</b>	0	512	226	75	483	0	0	0	0	363	0	107	1,766
<b>APPROACH %</b>	0%	69%	31%	13%	87%	0%	0%	0%	0%	77%	0%	23%	
<b>APP/DEPART</b>	738	/	619	558	/	846	0	/	301	470	/	0	0
<b>BEGIN PEAK HR</b>	7:30 AM												
<b>VOLUMES</b>	0	271	128	36	257	0	0	0	0	186	0	62	940
<b>APPROACH %</b>	0%	68%	32%	12%	88%	0%	0%	0%	0%	75%	0%	25%	
<b>PEAK HR FACTOR</b>		0.915			0.805					0.000		0.912	0.944
<b>APP/DEPART</b>	399	/	333	293	/	443	0	/	164	248	/	0	0
4:00 PM	0	76	68	8	66	0	0	0	0	35	0	14	267
4:15 PM	0	76	72	4	82	0	0	0	0	33	0	16	283
4:30 PM	0	70	55	13	99	0	0	0	0	34	0	9	280
4:45 PM	0	70	66	11	64	0	0	0	0	30	0	10	251
5:00 PM	0	69	48	11	72	0	0	0	0	38	0	10	248
5:15 PM	0	86	52	12	73	0	0	0	0	23	0	10	256
5:30 PM	0	97	59	10	59	0	0	0	0	24	0	9	258
5:45 PM	0	88	62	8	62	0	0	0	0	21	0	5	246
<b>VOLUMES</b>	0	632	482	77	577	0	0	0	0	238	0	83	2,089
<b>APPROACH %</b>	0%	57%	43%	12%	88%	0%	0%	0%	0%	74%	0%	26%	
<b>APP/DEPART</b>	1,114	/	715	654	/	815	0	/	559	321	/	0	0
<b>BEGIN PEAK HR</b>	4:00 PM												
<b>VOLUMES</b>	0	292	261	36	311	0	0	0	0	132	0	49	1,081
<b>APPROACH %</b>	0%	53%	47%	10%	90%	0%	0%	0%	0%	73%	0%	27%	
<b>PEAK HR FACTOR</b>		0.934			0.775					0.000		0.923	0.955
<b>APP/DEPART</b>	553	/	341	347	/	443	0	/	297	181	/	0	0

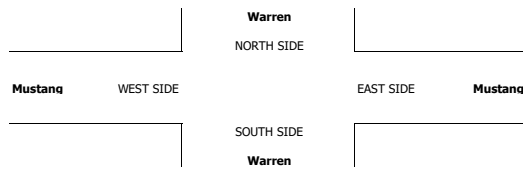
U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
9	0	0	2
8	0	0	11
13	0	0	10
4	0	0	7
4	0	0	8
6	0	0	10
3	0	0	5
7	0	0	3
54	0	0	35

27	0	0	35
----	---	---	----

19	0	0	9
10	0	0	12
14	0	0	7
11	0	0	7
13	0	0	6
13	0	0	6
14	0	0	7
5	0	0	3
99	0	0	57

54	0	0	35
----	---	---	----

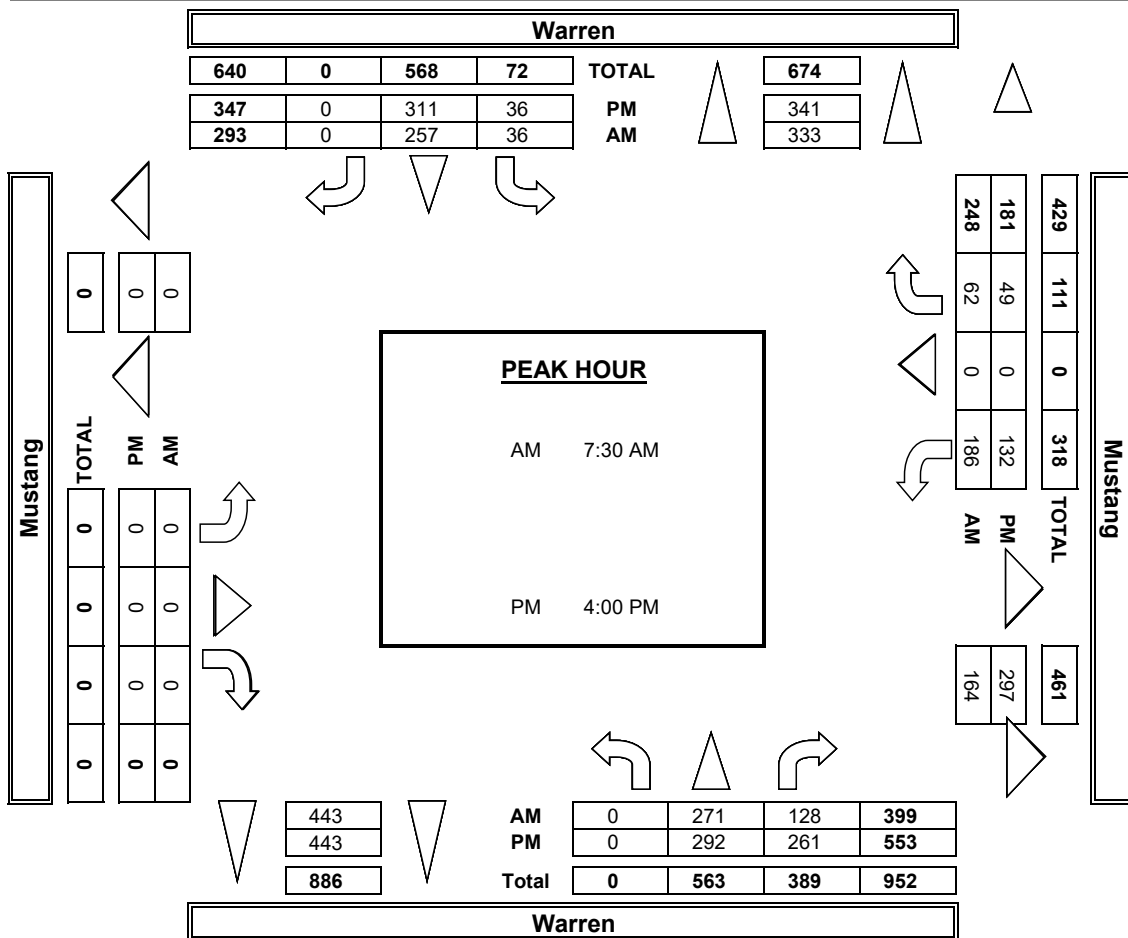
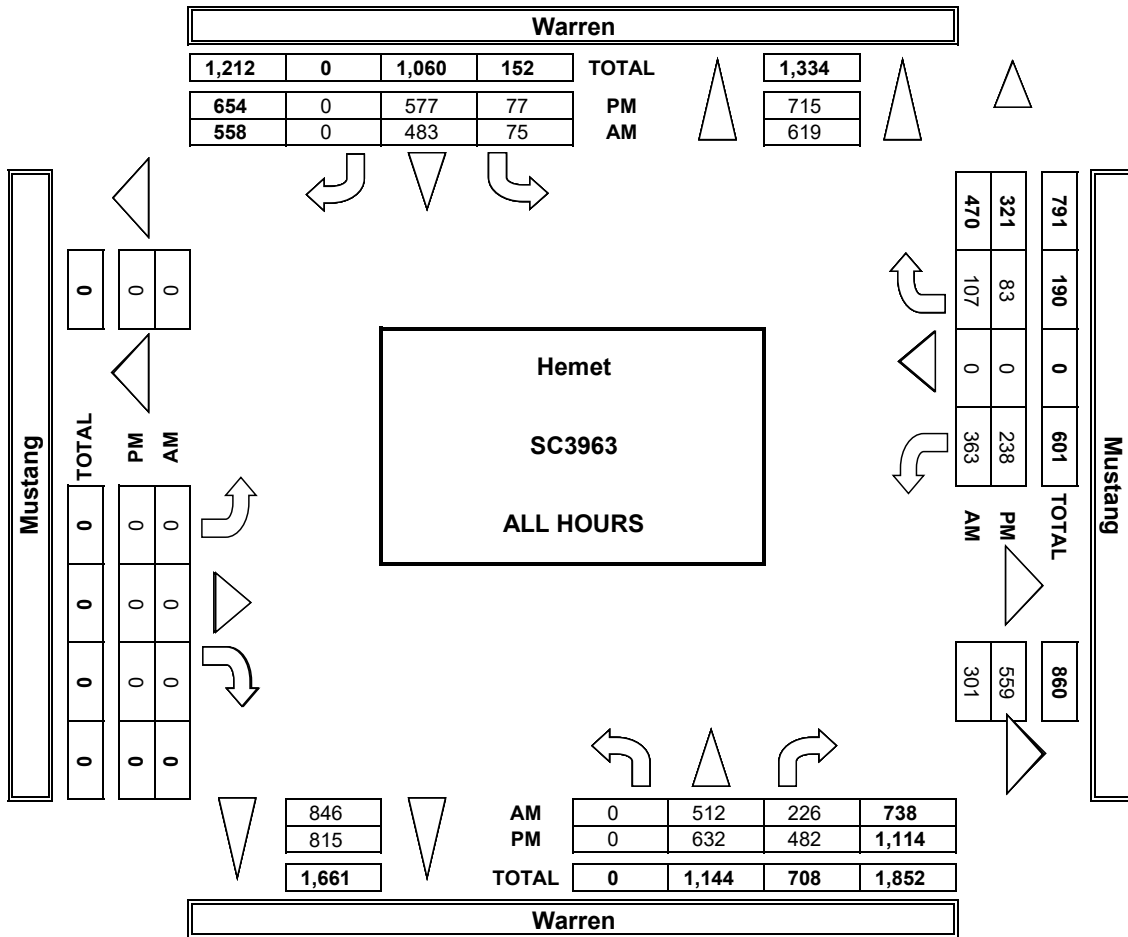


	ALL PED AND BIKE				TOTAL
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
<b>TOTAL</b>	2	0	0	0	2

	PEDESTRIAN CROSSINGS				TOTAL
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
<b>TOTAL</b>	1	0	0	0	1

	BICYCLE CROSSINGS				TOTAL
	ES	WS	SS	NS	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
<b>TOTAL</b>	0	0	0	0	0
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
<b>TOTAL</b>	1	0	0	0	1

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC, tel: 714 253 7888 cs@aimtd.com

DATE:  
4/25/23  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Warren  
Mustang

PROJECT #:  
LOCATION #:  
CONTROL:

SC3963  
30  
SIGMAL

<b>CLASS 1:</b> PASSENGER VEHICLES	<b>NOTES:</b>									

AM	PM	OTHER	N	S	E
▶	▶	▶	▶	▶	▶

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	Warren	Warren	Warren	Warren	Warren	Warren	Warren	Warren	Mustang	Mustang	Mustang	Mustang	Mustang	Mustang	Mustang		
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TL	TR			
<b>AM</b>																	
7:00 AM	0	54	20	6	53	0	0	0	0	50	0	7	190				
7:15 AM	0	72	18	8	54	0	0	0	0	52	0	12	216				
7:30 AM	0	46	32	5	61	0	0	0	0	44	0	15	203				
7:45 AM	0	64	24	10	49	0	0	0	0	42	0	16	205				
8:00 AM	0	72	26	8	51	0	0	0	0	41	0	13	211				
8:15 AM	0	67	25	11	74	0	0	0	0	43	0	13	233				
8:30 AM	0	48	19	12	54	0	0	0	0	31	0	9	173				
8:45 AM	0	51	18	5	42	0	0	0	0	22	0	10	148				
VOLUMES	0	474	182	65	438	0	0	0	0	325	0	95	1,579				
APPROACH %	0%	72%	28%	13%	87%	0%	0%	0%	0%	77%	0%	23%					
BEGIN PEAK HR	656	/	569	503	/	763	0	0	0	247	420	0	0	0			
APPROACH %	0%	249	107	34	235	0	0	0	0	170	0	57	852				
APPROACH %	0%	70%	30%	13%	87%	0%	0%	0%	0%	75%	0%	25%					
PEAK HR FACTOR	0.908	/	0.908	0.791	/	0.791	0.000	0.000	0.000	0.962	0.962	0.914					
APP/DEPART	356	/	306	269	/	405	0	0	0	141	227	0	0	0			
4:00 PM	0	69	64	8	60	0	0	0	0	32	0	14	247				
4:15 PM	0	69	69	4	75	0	0	0	0	29	0	12	258				
4:30 PM	0	67	53	12	93	0	0	0	0	31	0	8	264				
4:45 PM	0	67	64	9	57	0	0	0	0	27	0	7	231				
5:00 PM	0	62	43	11	70	0	0	0	0	33	0	10	229				
5:15 PM	0	80	47	11	71	0	0	0	0	33	0	10	242				
5:30 PM	0	84	53	10	50	0	0	0	0	32	0	7	236				
5:45 PM	0	84	60	7	60	0	0	0	0	19	0	5	235				
VOLUMES	0	592	453	72	536	0	0	0	0	216	0	73	1,942				
APPROACH %	0%	57%	43%	12%	88%	0%	0%	0%	0%	75%	0%	25%					
APP/DEPART	1,045	/	665	608	/	752	0	0	0	525	289	0	0	0			
BEGIN PEAK HR	4:00 PM	250	272	33	285	0	0	0	0	119	0	41	1,000				
APPROACH %	0%	52%	48%	10%	90%	0%	0%	0%	0%	74%	0%	26%					
PEAK HR FACTOR	0.946	/	0.946	0.757	/	0.757	0.000	0.000	0.000	0.870	0.870	0.947					
APP/DEPART	522	/	313	318	/	404	0	0	0	283	160	0	0	0			

U-TURNS							
NB	SB	EB	WB	TTL	NB	SB	WB
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

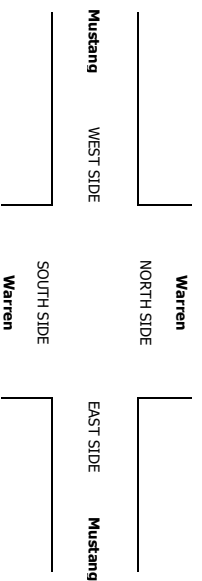
RTOR				
NRR	SRR	ERR	WRR	
0	X	X	0	0
8	0	0	0	2
4	0	0	0	10
11	0	0	0	9
3	0	0	0	7
3	0	0	0	8
5	0	0	0	10
3	0	0	0	5
6	0	0	0	3
43	0	0	0	54

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

22	0	0	0	34
17	0	0	0	9
10	0	0	0	10
14	0	0	0	6
10	0	0	0	5
11	0	0	0	6
9	0	0	0	6
12	0	0	0	6
4	0	0	0	3
87	0	0	0	51

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

51	0	0	0	30
10	0	0	0	10
14	0	0	0	6
10	0	0	0	5
11	0	0	0	6
9	0	0	0	6
12	0	0	0	6
4	0	0	0	3
87	0	0	0	51



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AirtmD LLC. tel: 714 253 7888 cs@airtmD.com

DATE: 4/25/23  
TUESDAY  
LOCATION: NORTH & SOUTH:  
EAST & WEST:

Hemet  
Warren  
Mustang

PROJECT #: SC3963  
LOCATION #: 30  
CONTROL: SIGNAL

<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	<b>NOTES:</b>	A/A	P/P	M/D	OTHER	N	S
		▶	▶	▶	▶	▶	▶

NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
<small>Warren</small>		<small>Warren</small>		<small>Mustang</small>		<small>Mustang</small>		
NL	NT	SL	ST	EL	ET	WL	WT	
X	2	1	1	X	X	X	X	1

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	

RTOR				
NRR	SRR	ERR	WRR	
0	X	X	0	

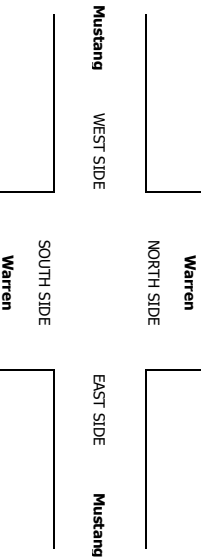
AM											
VOLUMES	0	23	23	5	28	0	0	19	0	4	102
APPROACH %	0%	50%	50%	15%	85%	0%	0%	83%	0%	17%	
APP/DEPART	46	27	33	47	28	23	0	0	0	0	
VOLUMES											
BEGIN PEAK HR	0	12	12	1	15	0	0	6	0	2	48
APPROACH %	0%	50%	50%	6%	94%	0%	0%	75%	0%	25%	0.800
PEAK HR FACTOR	0.667	0.667	0.667	0.667	0.667	0.000	0.000	0.500	0.500	0.500	0.800
APP/DEPART	24	14	16	21	13	8	0	0	0	0	
PM											
VOLUMES	0	37	22	3	31	0	0	13	0	8	114
APPROACH %	0%	63%	37%	9%	91%	0%	0%	62%	0%	38%	
APP/DEPART	59	45	34	44	25	21	0	0	0	0	
VOLUMES											
BEGIN PEAK HR	0	19	8	2	21	0	0	8	0	6	64
APPROACH %	0%	70%	30%	9%	91%	0%	0%	57%	0%	43%	0.800
PEAK HR FACTOR	0.675	0.675	0.675	0.719	0.719	0.000	0.000	0.700	0.700	0.700	0.800
APP/DEPART	27	25	23	29	10	14	0	0	0	0	

NB	SB	EB	WB	TTL	
0	0	0	0	0	

NRR	SRR	ERR	WRR	
2	0	0	0	2

NB	SB	EB	WB	TTL	
0	0	0	0	0	

NRR	SRR	ERR	WRR	
3	0	0	0	3



### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/25/23  
TUESDAY

LOCATION: NORTH & SOUTH:  
EAST & WEST:

Warren  
Mustang

PREPARED BY: AimTD LLC, tel: 714 253 7888 [cs@aimtd.com](mailto:cs@aimtd.com)

PROJECT #: SC3963  
LOCATION #: 30  
CONTROL: SIGNAL

CLASS 3: 3-AXLE TRUCKS	NOTES:	Warren				Mustang				Warren							
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	PH ▲	PH ▼	MD ◀	MD ▶

NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL	
Warren		Warren		Mustang		Mustang			
LANES:	X 2	N 2	N 0	S 1	S 1	X 1	X 1	X 1	1

<b>AM</b>										
BEGIN PEAK HR	7:00 AM		7:15 AM		7:30 AM		7:45 AM		8:00 AM	
VOLUMES	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.583		0.59%		0.71%		0.79%		0.84%	
APP/DEPART	14	6	11	4	7	0	0	0	0	0
BEGIN PEAK HR	7:30 AM		7:45 AM		8:00 AM		8:15 AM		8:30 AM	
VOLUMES	0	3	11	4	4	0	0	0	0	0
APPROACH %	0%	21%	79%	36%	64%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.29%		0.25%		0.75%		0.50%		0.50%	
APP/DEPART	7	2	4	4	7	0	0	0	0	0
BEGIN PEAK HR	4:00 PM		4:15 PM		4:30 PM		4:45 PM		5:00 PM	
VOLUMES	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000		0.000		0.000		0.000		0.000	
APP/DEPART	0	1	4	4	3	0	0	0	0	0

<b>U-TURNS</b>					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

<b>RTOR</b>					
NRR	SRR	ERR	WRR		
0	X	X	0	0	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
1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
3	0	0	0	0	0

<b>PM</b>										
BEGIN PEAK HR	4:00 PM		4:15 PM		4:30 PM		4:45 PM		5:00 PM	
VOLUMES	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	100%	25%	75%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000		0.000		0.000		0.000		0.000	
APP/DEPART	2	1	4	3	0	0	0	0	0	0
BEGIN PEAK HR	4:00 PM		4:15 PM		4:30 PM		4:45 PM		5:00 PM	
VOLUMES	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000		0.000		0.000		0.000		0.000	
APP/DEPART	0	1	3	3	0	0	0	0	0	0

NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

NRR	SRR	ERR	WRR		
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
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	0	0	0	0	0

<b>NORTH SIDE</b>									
Warren					Mustang				
NORTH SIDE					EAST SIDE				
Mustang					Warren				

NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

NRR	SRR	ERR	WRR		
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0





### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AirtD LLC, tel: 714 253 7888 cs@airtd.com

DATE:  
4/25/23  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:  
Warren  
Mustang

Hemet  
Warren  
Mustang

PROJECT #:  
LOCATION #:  
CONTROL:  
SC3963  
30  
SIGNAL

<b>CLASS 5:</b> RV	<b>NOTES:</b>	AV	N	E
		PH MID OTHER	W	S

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	<small>Warren</small>			<small>Warren</small>			<small>Mustang</small>			<small>Mustang</small>			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	1
<b>VOLUMES</b>	0	1	0	0	1	0	0	0	0	0	0	0	2
<b>APPROACH %</b>	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0
<b>BEGIN PEAK HR</b>	7:30 AM			7:30 AM			7:30 AM			7:30 AM			0
<b>VOLUMES</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>APPROACH %</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
<b>PEAK HR FACTOR</b>	0.000			0.000			0.000			0.000			0.000
<b>APP/DEPART</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>VOLUMES</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>APPROACH %</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
<b>BEGIN PEAK HR</b>	4:00 PM			4:00 PM			4:00 PM			4:00 PM			0
<b>VOLUMES</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>APPROACH %</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
<b>PEAK HR FACTOR</b>	0.000			0.000			0.000			0.000			0.000
<b>APP/DEPART</b>	0	0	0	0	0	0	0	0	0	0	0	0	0

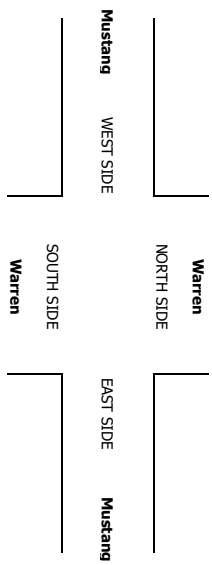
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AImTD LLC, tel: 714 253 7888 cs@aimtd.com

DATE:  
4/25/23  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Hemet  
Warren  
Mustang

PROJECT #:  
LOCATION #:  
CONTROL:

SC3963  
30  
SIGNAL

CLASS 6:	NOTES:	AM	PM	N	▲
		MID	▶ W	S	E ▶
		OTHER			

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	Warren		Mustang		Warren		Mustang		Mustang		Warren		Mustang				
LANES:	NL	NT	NR	0	SL	ST	SR	0	EL	ET	ER	0	WL	WT	WR	0	

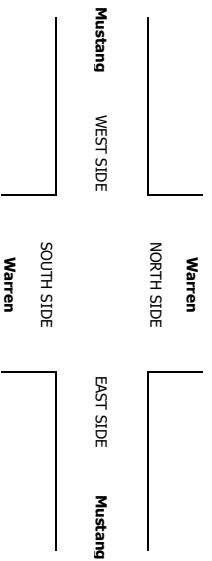
U-TURNS					
NB	SB	EB	WB	TTL	

RTOR					
NRR	SRR	ERR	WRR		

<b>AM</b>																	
BEGIN PEAK-HR	7:30 AM				7:30 AM												
VOLUMES	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	6
APPROACH %	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0.500
PEAK HR FACTOR	0.375				0.250				0.000								0.500
APP/DEPART	7	/			0	/			4	/			7	/			0
4:00 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
VOLUMES	0	2	4	0	0	2	0	0	0	0	0	0	5	5	0	0	13
APPROACH %	0%	33%	67%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0.667
APP/DEPART	6	/			2	/			7	/			4	/			0
BEGIN PEAK-HR	4:00 PM																
VOLUMES	0	1	3	0	0	2	0	0	0	0	0	0	2	0	0	0	8
APPROACH %	0%	25%	75%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0.667
PEAK HR FACTOR	1.000				0.500				0.000								0.667
APP/DEPART	4	/			1	/			4	/			3	/			0

<b>PM</b>																	
BEGIN PEAK-HR	4:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	3	/			1	/			3	/			2	/			0
4:00 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
VOLUMES	0	2	4	0	0	2	0	0	0	0	0	0	5	5	0	0	13
APPROACH %	0%	33%	67%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0.667
APP/DEPART	6	/			2	/			7	/			4	/			0

<b>RTOR</b>																	
NRR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SRR	X	0	0	0	X	0	0	0	X	0	0	0	X	0	0	0	0
ERR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WRR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 19, 23

LOCATION: NORTH & SOUTH: EAST & WEST:

Hemet Warren Simpson

PROJECT #: SC3963 LOCATION #: 26 CONTROL: STOP ALL

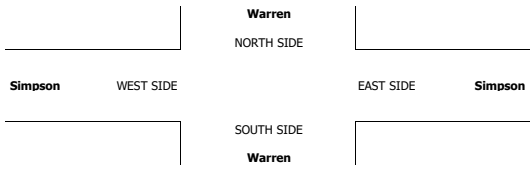
NOTES: Diagram showing intersection layout with North, South, East, West directions and lane markings (W, S, E, N).

Add U-Turns to Left Turns

Main data table with columns for Northbound, Southbound, Eastbound, Westbound lanes and total counts. Includes AM and PM sections with peak hour analysis.

U-TURNS table with columns NB, SB, EB, WB, TTL.

RTOR table with columns NRR, SRR, ERR, WRR.



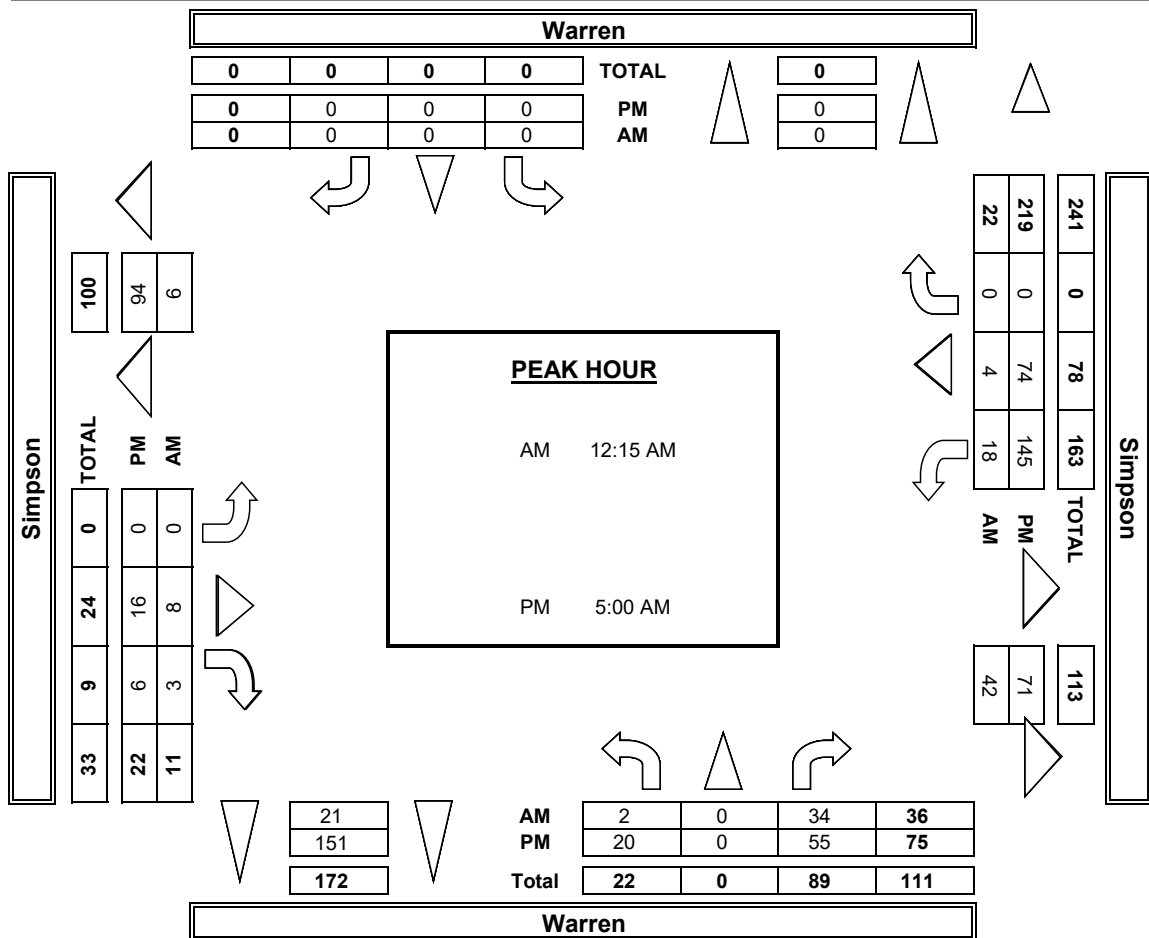
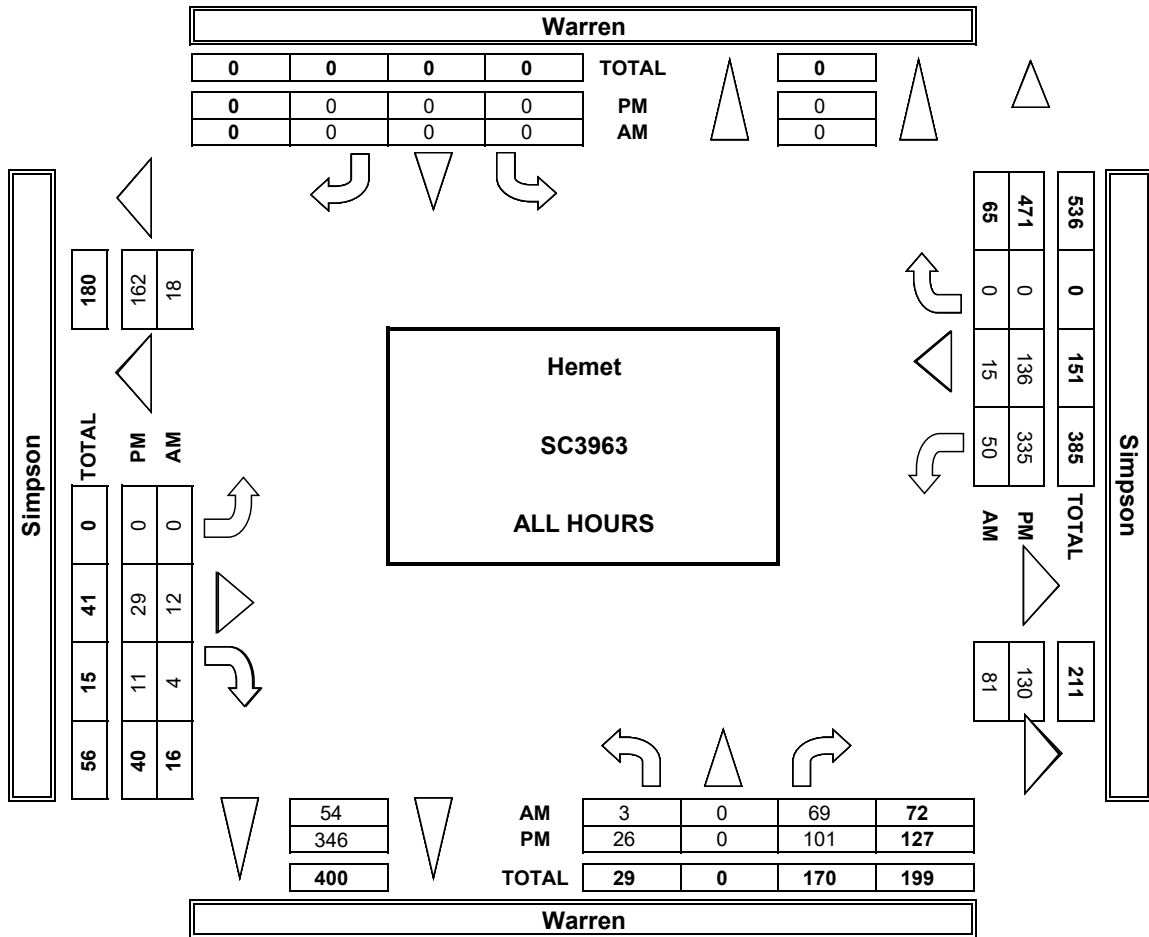
Summary table for AM and PM periods.

ALL PED AND BIKE table with columns E SIDE, W SIDE, S SIDE, N SIDE, TOTAL.

PEDESTRIAN CROSSINGS table with columns E SIDE, W SIDE, S SIDE, N SIDE, TOTAL.

BICYCLE CROSSINGS table with columns ES, WS, SS, NS, TOTAL.

**AimTD LLC**  
TURNING MOVEMENT COUNTS



**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AImTD LLC, Tel: 714 253 7888 c@aimtd.com

Hemet  
Warren  
Simpson

PROJECT #: SC3963  
LOCATION #: 26  
CONTR.L: STOP ALL

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

CLASS 1: PASSENGER VEHICLES	NOTES:	Warren										Simpson				
		NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		APP	PM	AM	N	E		
		L	R	L	R	L	R	L	R	OTHER	W	S	W	S		

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	SR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WR			

U-TURNS									
NB	SB	EB	WB	TTL	NB	SB	EB	WB	TTL

RTOR							
NRR	SRR	ERR	WRR	NRR	SRR	ERR	WRR

AM																	
APPROACH %	Warren				Warren				Simpson				Simpson				TOTAL
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	WR		
12:00 AM	0	0	8	0	0	0	0	0	0	1	0	1	3	3	0	15	
12:15 AM	0	0	11	0	0	0	0	0	0	2	1	1	4	6	0	20	
12:30 AM	1	0	7	0	0	0	0	0	0	2	0	0	4	2	0	16	
12:45 AM	0	0	5	0	0	0	0	0	0	0	1	4	4	2	0	12	
1:00 AM	1	0	11	0	0	0	0	0	0	4	1	1	4	0	0	21	
1:15 AM	0	0	3	0	0	0	0	0	0	2	0	2	2	1	0	6	
1:30 AM	1	0	4	0	0	0	0	0	0	2	0	3	3	1	0	11	
1:45 AM	0	0	2	0	0	0	0	0	0	0	0	3	1	0	0	6	
2:00 AM	0	0	6	0	0	0	0	0	0	0	0	1	1	0	0	7	
2:15 AM	0	0	4	0	0	0	0	0	0	1	0	2	3	0	0	10	
2:30 AM	0	0	3	0	0	0	0	0	0	0	0	9	1	0	0	13	
2:45 AM	0	0	3	0	0	0	0	0	0	0	1	5	0	0	0	9	
VOLUMES	3	0	67	0	0	0	0	0	0	12	4	46	14	4	0	146	
APPROACH %	4%	0%	96%	0%	0%	0%	0%	75%	25%	79%	77%	23%	23%	0%	17	0	
APP/DEPART	70	/	/	0	0	/	50	16	/	79	60	60	/	117	/	0	
BEGIN PEAK HR	12:15 AM																
VOLUMES	2	0	34	0	0	0	0	0	8	3	18	4	18	0	0	69	
APPROACH %	6%	0%	94%	0%	0%	0%	0%	73%	27%	82%	18%	18%	18%	0%	0	0	
PEAK HR FACTOR	0.750																
APP/DEPART	36	0	0	0	0	0	21	11	/	42	22	22	/	6	/	0.821	

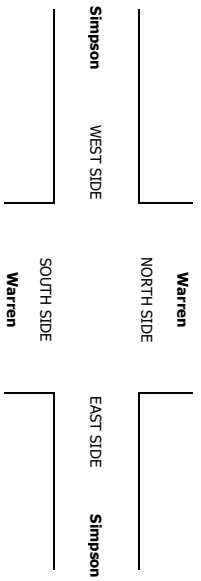
U-TURNS									
NB	SB	EB	WB	TTL	NB	SB	EB	WB	TTL

RTOR							
NRR	SRR	ERR	WRR	NRR	SRR	ERR	WRR

PM																	
APPROACH %	Warren				Warren				Simpson				Simpson				TOTAL
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	WR		
5:45 AM	9	0	15	0	0	0	0	0	0	2	3	3	29	17	0	75	
5:30 AM	3	0	12	0	0	0	0	0	0	9	1	1	43	21	0	89	
5:15 AM	4	0	15	0	0	0	0	0	0	1	1	1	32	14	0	67	
5:00 AM	2	0	8	0	0	0	0	0	0	1	1	2	23	6	0	51	
4:45 AM	0	0	18	0	0	0	0	0	2	2	2	32	17	0	61		
4:30 AM	1	0	7	0	0	0	0	0	4	0	0	39	10	0	57		
4:15 AM	0	0	3	0	0	0	0	0	4	0	0	30	13	0	51		
4:00 AM	0	0	3	0	0	0	0	0	4	0	0	30	13	0	51		
3:45 AM	1	0	3	0	0	0	0	0	2	1	1	32	17	0	61		
3:30 AM	0	0	6	0	0	0	0	0	1	0	0	32	17	0	61		
3:15 AM	2	0	2	0	0	0	0	0	1	0	1	32	17	0	61		
3:00 AM	2	0	2	0	0	0	0	0	1	0	1	32	17	0	61		
VOLUMES	23	0	92	0	0	0	0	0	26	10	312	127	127	0	0	590	
APPROACH %	20%	0%	80%	0%	0%	0%	0%	72%	28%	71%	29%	29%	29%	0%	0	0	
APP/DEPART	115	/	/	0	0	0	322	36	/	118	439	150	/	150	/	0	
BEGIN PEAK HR	5:00 AM																
VOLUMES	18	0	50	0	0	0	0	0	13	6	136	69	69	0	0	292	
APPROACH %	26%	0%	74%	0%	0%	0%	0%	68%	32%	32%	66%	34%	34%	0%	0	0.820	
PEAK HR FACTOR	0.708																
APP/DEPART	68	/	/	0	0	0	142	19	/	63	205	87	/	87	/	0	

U-TURNS									
NB	SB	EB	WB	TTL	NB	SB	EB	WB	TTL

RTOR							
NRR	SRR	ERR	WRR	NRR	SRR	ERR	WRR







### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AImTD LLC. tel: 714 253 7888 c@aintd.com

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Heinet  
Warren  
Simpson

PROJECT #:  
LOCATION #:  
CONTROL:

SC3963  
26  
STOP ALL

CLASS 3:	NOTES:	Avalanche PM		Winter MD		Summer W		Winter S		Summer E	
3-AXLE TRUCKS											

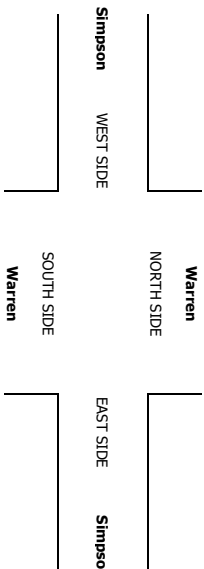
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	Warren		Simpson		Warren		Simpson		Simpson		Warren		Simpson				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WR	TOTAL			
<b>AM</b>																	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
BEGIN PEAK HR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
BEGIN PEAK HR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
BEGIN PEAK HR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>PM</b>																	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
BEGIN PEAK HR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	TOTAL
X	X	X	X	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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0	0	0	0	0

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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY  
 LOCATION: NORTH & SOUTH: EAST & WEST:  
 PROJECT #: SC3963  
 LOCATION #: 26  
 CONTROL: STOP ALL  
 PREPARED BY: AirtMD LLC, tel: 714 253 7888 c@airtmd.com  
 Hemet  
 Warren  
 Simpson

<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>	AM	PM	<input type="checkbox"/> W <input type="checkbox"/> S	<input type="checkbox"/> N <input type="checkbox"/> E
		OTHER	OTHER	OTHER	OTHER

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	0	0	3	0	0	4
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0
BEGIN PEAK HR	1	1	1	3	0	0	1	3	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0,000
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
3:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	1	0	1	0	0	0	0	1	0	0	0	0	3
5:45 AM	1	0	2	0	0	0	0	1	0	0	0	0	3
VOLUMES	1	0	4	0	0	0	2	2	0	5	0	0	12
APPROACH %	20%	0%	80%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0
APP/DEPART	5	/	0	0	0	0	2	6	5	/	1	0	0
BEGIN PEAK HR	1	0	3	0	0	0	2	0	0	0	0	0	6
VOLUMES	1	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	25%	0%	75%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0,500
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0
APP/DEPART	4	/	0	0	0	2	5	0	0	1	1	0	0

U-TURNS					
NB	SB	EB	WB	TLL	TTL
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



**INTERSECTION TURNING MOVEMENT COUNTS**

DATE: 4/19/23  
WEDNESDAY  
LOCATION: NORTH & SOUTH: EAST & WEST:  
Warren  
Simpson  
PROJECT #: SC3963  
LOCATION #: 26  
CONTROL: STOP ALL

PREPARED BY: AIntD LLC tel: 714 253 7888 cs@aintd.com

CLASS 5: RV	NOTES:	AM		PM	
		MID	OTHER	MID	OTHER
		▲ N	▲ S	▲ E	▲ W
		▲ W	▲ S	▲ E	▲ W

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Warren			Warren			Simpson			Simpson			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
BEGIN PEAK HR	12:15 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000												
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	

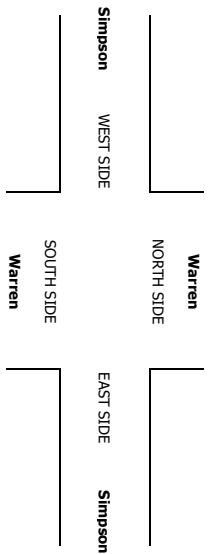
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Warren			Warren			Simpson			Simpson			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
BEGIN PEAK HR	5:00 AM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000												
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

RTOR				
NRR	SRR	ERR	WRR	
X	X	X	X	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	

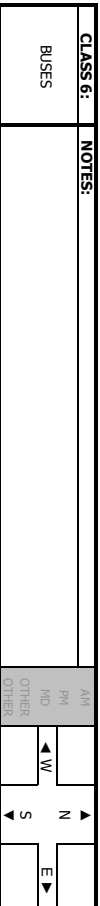


### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY  
 LOCATION: NORTH & SOUTH: Warren  
 EAST & WEST: Simpson  
 PREPARED BY: AimTD LLC, tel: 714 253 7888 cs@aimtd.com  
 PROJECT #: SC3963  
 LOCATION #: 26  
 CONTROL: STOP ALL

CLASS 6:

NOTES:



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Warren	Warren	NR	Warren	Warren	SR	Simpson	Simpson	ER	Warren	Warren	WR	

U-TURNS					
NB	SB	EB	WB	TTL	

RTOR					
NRR	SRR	ERR	WRR		

12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	0	1
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
BEGIN PEAK HR	1	/	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
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
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1
VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	0	1
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0
BEGIN PEAK HR	1	/	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.375	0.375
APP/DEPART	0	0	0	0	0	0	1	0	0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

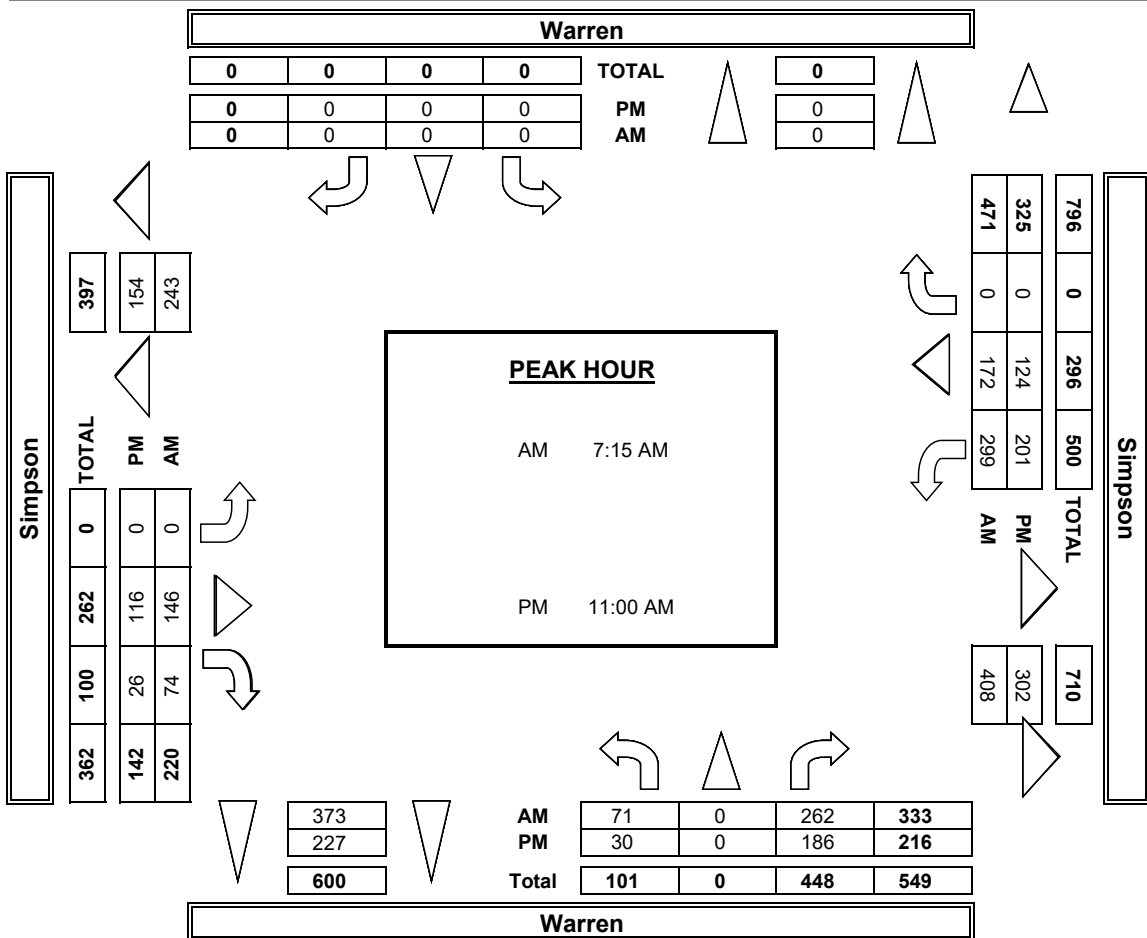
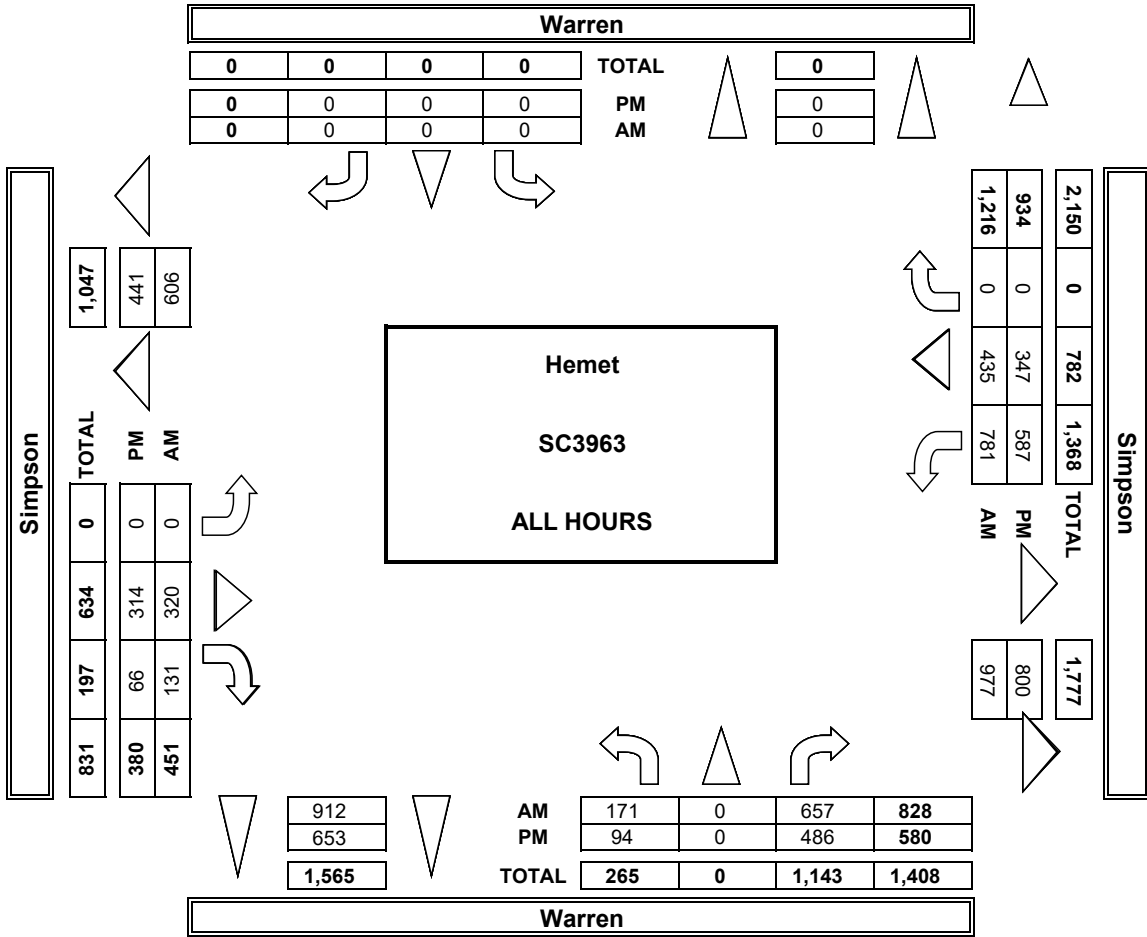
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0	0	0	0	0	0
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0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0







**AimTD LLC**  
TURNING MOVEMENT COUNTS





**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AamtD LLC, tel: 714 253 7888 cs@amttd.com

DATE: 4/19/23  
WEDNESDAY

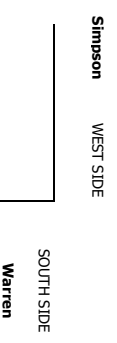
PROJECT #: SC3963  
LOCATION #: 26  
CONTROL: STOP ALL

LOCATION: NORTH & SOUTH: EAST & WEST: Warren Simpson

LOCATION #: 26 STOP ALL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM	<input type="checkbox"/>	N	<input type="checkbox"/>
		PM	<input type="checkbox"/>	W	<input type="checkbox"/>
		OTHER	<input type="checkbox"/>	S	<input type="checkbox"/>

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Warren			Warren			Simpson			Simpson			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>6:00 AM</b>	0	0	3	0	0	0	0	0	0	1	0	0	6
6:15 AM	1	0	2	0	0	0	0	0	0	1	0	0	12
6:30 AM	1	0	3	0	0	0	0	1	1	4	2	0	12
6:45 AM	0	0	4	0	0	0	0	2	1	6	0	0	13
7:00 AM	3	0	2	0	0	0	0	0	0	3	1	0	9
7:15 AM	0	0	3	0	0	0	0	3	1	2	1	0	10
7:30 AM	0	0	10	0	0	0	0	0	0	5	0	0	15
7:45 AM	0	0	10	0	0	0	0	0	1	3	2	0	16
8:00 AM	0	0	8	0	0	0	0	3	1	1	1	0	15
8:15 AM	2	0	3	0	0	0	0	2	1	3	0	0	11
8:30 AM	0	0	3	0	0	0	0	0	0	0	2	0	7
8:45 AM	0	0	4	0	0	0	0	0	1	3	0	0	8
<b>VOLUMES</b>	7	0	55	0	0	0	0	13	7	40	12	0	134
<b>APPROACH %</b>	11%	0%	89%	0%	0%	0%	0%	65%	35%	77%	23%	0%	
APP/DEPART	62	/	0	0	0	47	20	/	68	52	/	19	0
BEGIN PEAK HR VOLUMES	0	0	31	0	0	0	0	0	6	3	11	5	56
APPROACH %	0%	0%	100%	0%	0%	0%	0%	67%	33%	69%	31%	0%	
PEAK HR FACTOR	0.775	/	0.775	0.000	/	0.000	0.563	/	0.563	0.800	/	0.800	0.875
APP/DEPART	31	/	0	0	0	14	9	/	37	16	/	5	0
<b>PM</b>													
<b>09:00 AM</b>	0	0	4	0	0	0	0	0	2	2	0	0	8
9:15 AM	0	0	3	0	0	0	0	2	2	0	4	0	12
9:30 AM	0	0	5	0	0	0	0	1	2	3	2	0	13
9:45 AM	0	0	2	0	0	0	0	2	1	0	1	0	7
10:00 AM	0	0	3	0	0	0	0	3	0	3	2	0	10
10:15 AM	0	0	2	0	0	0	0	0	1	2	0	0	5
10:30 AM	0	0	2	0	0	0	0	0	1	1	2	0	6
10:45 AM	1	0	1	0	0	0	0	1	1	3	0	0	7
11:00 AM	0	0	4	0	0	0	0	1	1	2	1	0	7
11:15 AM	0	0	3	0	0	0	0	0	0	4	0	0	8
11:30 AM	0	0	1	0	0	0	0	0	1	2	2	0	6
11:45 AM	0	0	1	0	0	0	0	2	1	0	0	0	4
<b>VOLUMES</b>	1	0	31	0	0	0	0	15	7	25	14	0	93
APPROACH %	3%	0%	97%	0%	0%	0%	0%	68%	32%	64%	36%	0%	
APP/DEPART	32	/	0	0	0	32	22	/	46	39	/	15	0
BEGIN PEAK HR VOLUMES	0	0	9	0	0	0	0	0	3	2	8	3	25
APPROACH %	0%	0%	100%	0%	0%	0%	0%	60%	40%	73%	27%	0%	
PEAK HR FACTOR	0.563	/	0.563	0.000	/	0.000	0.417	/	0.417	0.688	/	0.688	0.781
APP/DEPART	9	/	0	0	0	10	5	/	12	11	/	3	0



**U-TURNS**

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**RTOR**

NRR	SRR	ERR	WRR
X	X	X	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0
---	---	---	---	---



### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY  
 LOCATION: NORTH & SOUTH: EAST & WEST:

PREPARED BY: AimTD LLC, tel: 714 253 7888 [cs@aimtd.com](mailto:cs@aimtd.com)  
 PROJECT #: SC3963  
 LOCATION #: 26  
 CONTROL: STOP ALL

Hemet  
 Warren  
 Simpson

<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>														
		<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;"></td> <td style="width: 10%; text-align: center;">AM</td> <td style="width: 10%; text-align: center;">N</td> <td style="width: 10%; text-align: center;">▲</td> <td style="width: 30%;"></td> </tr> <tr> <td></td> <td style="text-align: center;">PM</td> <td style="text-align: center;">W</td> <td style="text-align: center;">S</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">OTHER</td> <td style="text-align: center;">▲</td> <td style="text-align: center;">►</td> <td></td> </tr> </table>		AM	N	▲			PM	W	S			OTHER	▲
	AM	N	▲												
	PM	W	S												
	OTHER	▲	►												

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	<small>Warren</small>			<small>Warren</small>			<small>Simpson</small>			<small>Simpson</small>			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
6:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	
6:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	
6:30 AM	0	0	1	0	0	0	0	1	0	0	2	0	
6:45 AM	1	0	0	0	0	0	0	2	0	1	1	0	
7:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	
7:15 AM	0	0	3	0	0	0	0	1	0	0	1	0	
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	
7:45 AM	1	0	2	0	0	0	0	2	0	1	0	0	
8:00 AM	0	0	3	0	0	0	0	1	0	5	0	0	
8:15 AM	0	0	2	0	0	0	0	0	0	1	1	0	
8:30 AM	0	0	3	0	0	0	0	0	0	3	1	0	
8:45 AM	2	0	3	0	0	0	0	0	0	2	1	0	
VOLUMES	2	0	19	0	0	0	0	9	0	14	10	0	
APPROACH %	10%	0%	90%	0%	0%	0%	0%	100%	0%	58%	42%	0%	
APP/DEPART	21	/	14	0	/	14	9	/	28	24	/	12	
BEGIN PEAK HR VOLUMES	1	0	9	0	0	0	0	4	0	6	1	0	
APPROACH %	10%	0%	90%	0%	0%	0%	0%	100%	0%	86%	14%	0%	
PEAK HR FACTOR	0.833	/	0.833	0.000	/	0.000	0.500	/	0.500	0.350	/	0.525	
APP/DEPART	10	/	6	0	/	6	4	/	13	7	/	2	
<b>PM</b>													
08:00 AM	0	0	1	0	0	0	0	1	0	1	0	0	
9:15 AM	1	0	1	0	0	0	0	2	0	2	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	
9:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	2	0	0	0	0	0	1	1	2	0	
10:15 AM	0	0	3	0	0	0	0	1	0	2	0	0	
10:30 AM	0	0	2	0	0	0	0	0	0	1	2	0	
10:45 AM	0	0	1	0	0	0	0	2	0	1	0	0	
11:00 AM	0	0	1	0	0	0	0	1	0	1	0	0	
11:15 AM	0	0	3	0	0	0	0	0	0	1	0	0	
11:30 AM	0	0	1	0	0	0	0	1	0	2	1	0	
11:45 AM	1	0	4	0	0	0	0	0	0	1	1	0	
VOLUMES	2	0	21	0	0	0	0	8	1	14	9	0	
APPROACH %	9%	0%	91%	0%	0%	0%	0%	89%	11%	61%	39%	0%	
APP/DEPART	23	/	0	0	/	15	9	/	29	23	/	11	
BEGIN PEAK HR VOLUMES	1	0	9	0	0	0	0	2	0	5	3	0	
APPROACH %	10%	0%	90%	0%	0%	0%	0%	100%	0%	63%	38%	0%	
PEAK HR FACTOR	0.500	/	0.500	0.000	/	0.000	0.500	/	0.500	0.567	/	0.714	
APP/DEPART	10	/	0	0	/	5	2	/	11	8	/	4	

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

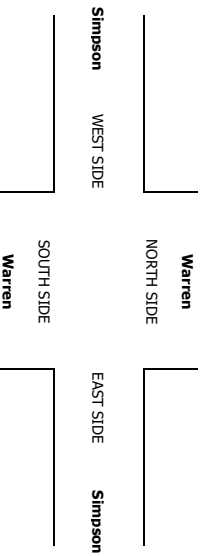
RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
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0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



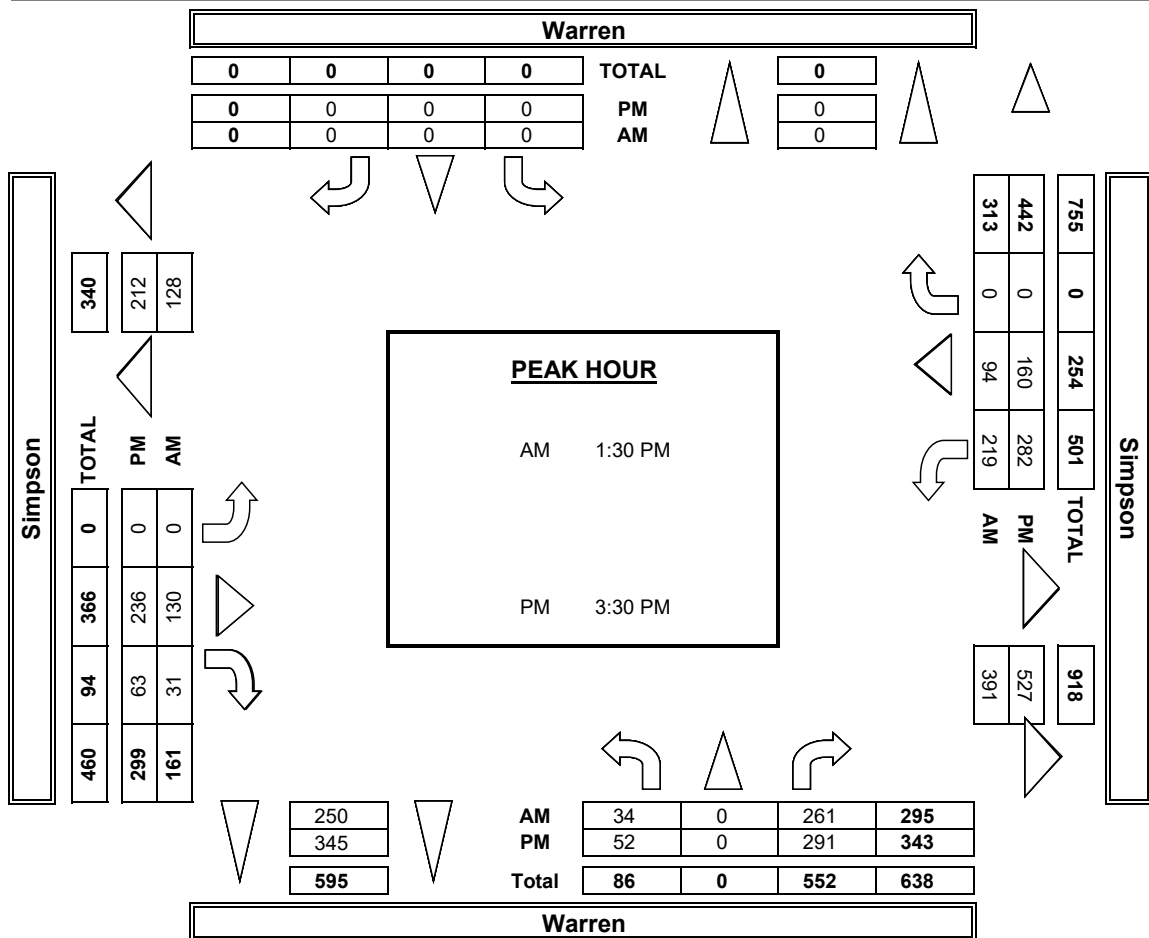
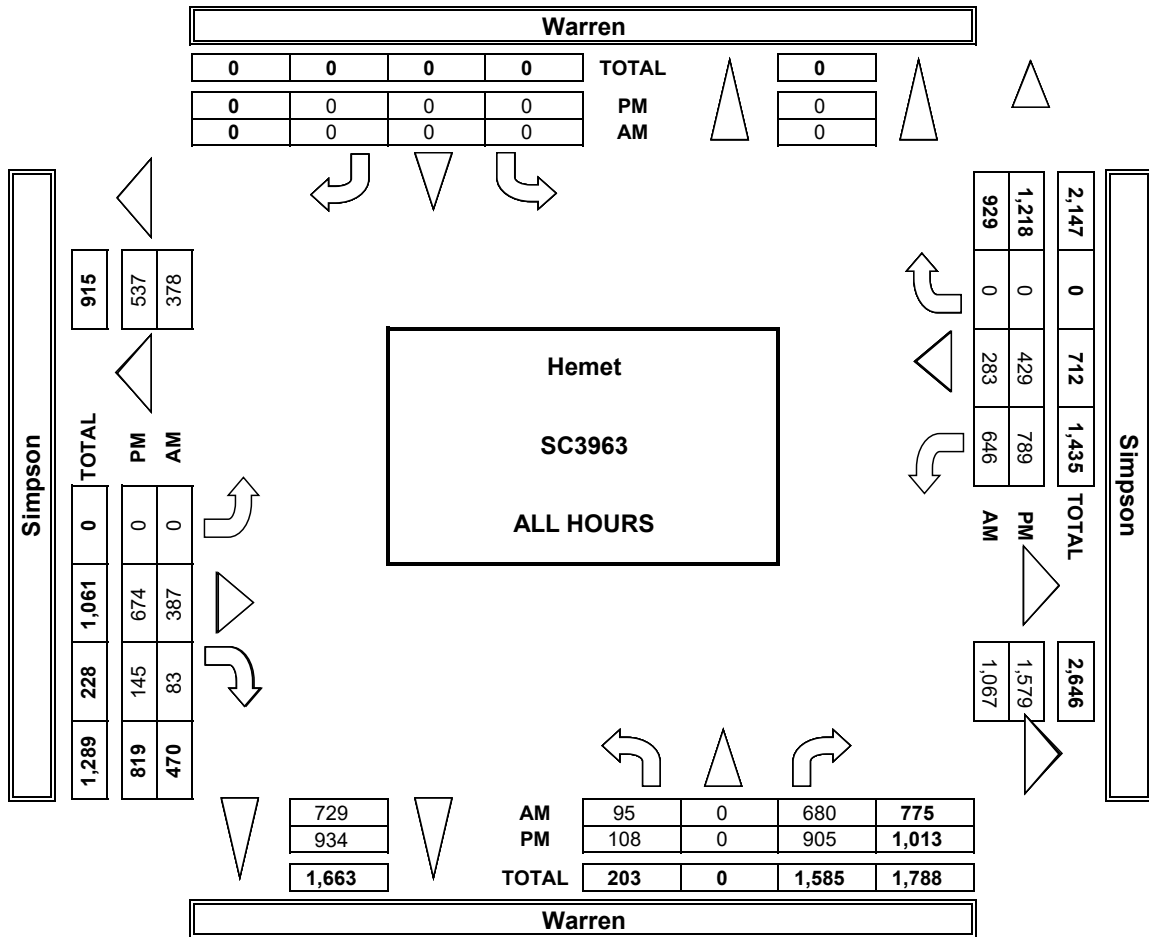








**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
WEDNESDAY

PROJECT #: SC3963  
LOCATION #: 26  
STOP ALL

PREPARED BY: AimTD LLC, Tel: 714 253 7888, c@aimtd.com

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Location: Hemet  
Warren  
Simpson

CLASS 1: PASSENGER VEHICLES	NOTES:	COUNTS																													
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND																				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR																		
		1	X	1	X	X	X	X	1	0	1	1	X																		
		<table border="1" style="width: 100%; border-collapse: collapse; margin: 0 auto;"> <tr> <td style="width: 20px;">447</td> <td style="width: 20px;">PM</td> <td style="width: 20px;">▲</td> <td style="width: 20px;">N</td> <td style="width: 20px;">▶</td> <td style="width: 20px;">E</td> </tr> <tr> <td style="width: 20px;">448</td> <td style="width: 20px;">MID</td> <td style="width: 20px;">◀</td> <td style="width: 20px;">W</td> <td style="width: 20px;">◀</td> <td style="width: 20px;">S</td> </tr> <tr> <td style="width: 20px;">449</td> <td style="width: 20px;">OTHER</td> <td style="width: 20px;">▶</td> <td style="width: 20px;">S</td> <td style="width: 20px;">▶</td> <td style="width: 20px;">W</td> </tr> </table>												447	PM	▲	N	▶	E	448	MID	◀	W	◀	S	449	OTHER	▶	S	▶	W
447	PM	▲	N	▶	E																										
448	MID	◀	W	◀	S																										
449	OTHER	▶	S	▶	W																										

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
12:00 PM	4	0	0	0	0	0	0	28	5	53	18	0	155	
12:15 PM	9	0	0	0	0	0	0	28	10	45	28	0	166	
12:30 PM	4	0	0	0	0	0	0	30	5	48	18	0	159	
12:45 PM	2	0	0	0	0	0	0	28	3	54	29	0	160	
1:00 PM	7	0	0	0	0	0	0	27	9	46	17	0	149	
1:15 PM	10	0	0	0	0	0	0	19	7	43	20	0	143	
1:30 PM	11	0	0	0	0	0	0	36	11	46	22	0	186	
1:45 PM	9	0	0	0	0	0	0	30	5	45	23	0	164	
2:00 PM	3	0	0	0	0	0	0	26	5	45	28	0	160	
2:15 PM	7	0	0	0	0	0	0	29	7	61	15	0	188	
2:30 PM	3	0	0	0	0	0	0	27	4	48	21	0	160	
2:45 PM	10	0	0	0	0	0	0	39	6	52	21	0	173	
<b>VOLUMES</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>347</b>	<b>77</b>	<b>18%</b>	<b>587</b>	<b>260</b>	<b>0</b>	<b>1,963</b>
<b>APPROACH %</b>	<b>11%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>82%</b>	<b>18%</b>	<b>69%</b>	<b>31%</b>	<b>0%</b>	<b>0</b>	<b>0</b>
<b>APP/DEPART</b>	<b>692</b>	<b>/</b>	<b>0</b>	<b>0</b>	<b>/</b>	<b>664</b>	<b>424</b>	<b>960</b>	<b>847</b>	<b>/</b>	<b>339</b>	<b>0</b>	<b>0</b>	<b>0</b>

U-TURNS						
NB	SB	EB	WB	TTL		
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0

RTOR					
NRR	SRR	ERR	WRR		
X	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

AM														
APP/DEPART	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
12:00 PM	5	0	0	0	0	0	0	35	11	45	29	0	201	
3:15 PM	9	0	0	0	0	0	0	53	8	50	33	0	223	
3:30 PM	9	0	0	0	0	0	0	47	14	68	37	0	238	
3:45 PM	10	0	0	0	0	0	0	54	14	51	38	0	236	
4:00 PM	12	0	0	0	0	0	0	47	17	61	32	0	232	
4:15 PM	11	0	0	0	0	0	0	64	15	78	37	0	275	
4:30 PM	6	0	0	0	0	0	0	53	9	67	30	0	239	
4:45 PM	8	0	0	0	0	0	0	41	10	61	34	0	234	
5:00 PM	4	0	0	0	0	0	0	56	10	66	43	0	245	
5:15 PM	7	0	0	0	0	0	0	59	10	77	37	0	266	
5:30 PM	8	0	0	0	0	0	0	59	11	56	27	0	235	
5:45 PM	5	0	0	0	0	0	0	49	10	49	24	0	206	
<b>VOLUMES</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>617</b>	<b>139</b>	<b>18%</b>	<b>729</b>	<b>401</b>	<b>0</b>	<b>2,830</b>
<b>APPROACH %</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>82%</b>	<b>18%</b>	<b>65%</b>	<b>35%</b>	<b>0%</b>	<b>0</b>	<b>0</b>
<b>APP/DEPART</b>	<b>944</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>/</b>	<b>868</b>	<b>756</b>	<b>1,467</b>	<b>1,130</b>	<b>/</b>	<b>495</b>	<b>0</b>	<b>0</b>	<b>0</b>

PM														
APP/DEPART	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
03:00 PM	5	0	0	0	0	0	0	35	11	45	29	0	201	
3:15 PM	9	0	0	0	0	0	0	53	8	50	33	0	223	
3:30 PM	9	0	0	0	0	0	0	47	14	68	37	0	238	
3:45 PM	10	0	0	0	0	0	0	54	14	51	38	0	236	
4:00 PM	12	0	0	0	0	0	0	47	17	61	32	0	232	
4:15 PM	11	0	0	0	0	0	0	64	15	78	37	0	275	
4:30 PM	6	0	0	0	0	0	0	53	9	67	30	0	239	
4:45 PM	8	0	0	0	0	0	0	41	10	61	34	0	234	
5:00 PM	4	0	0	0	0	0	0	56	10	66	43	0	245	
5:15 PM	7	0	0	0	0	0	0	59	10	77	37	0	266	
5:30 PM	8	0	0	0	0	0	0	59	11	56	27	0	235	
5:45 PM	5	0	0	0	0	0	0	49	10	49	24	0	206	
<b>VOLUMES</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>617</b>	<b>139</b>	<b>18%</b>	<b>729</b>	<b>401</b>	<b>0</b>	<b>2,830</b>
<b>APPROACH %</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>82%</b>	<b>18%</b>	<b>65%</b>	<b>35%</b>	<b>0%</b>	<b>0</b>	<b>0</b>
<b>APP/DEPART</b>	<b>944</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>/</b>	<b>868</b>	<b>756</b>	<b>1,467</b>	<b>1,130</b>	<b>/</b>	<b>495</b>	<b>0</b>	<b>0</b>	<b>0</b>

U-TURNS												
NB	SB	EB	WB	TTL								
0	0	0	0	0	0	0						
0	0	0	0	0	0	0						
0	0	0	0	0	0	0						
0	0	0	0	0	0	0						
0	0	0	0	0	0	0						
0	0	0	0	0	0	0						
0	0	0	0	0	0	0						
0	0	0	0	0	0	0						
0	0	0	0	0	0	0						
0	0	0	0	0	0	0						
0	0	0	0	0	0	0						

RTOR					
NRR	SRR	ERR	WRR		
X	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AamtD LLC, tel: 714 253 7888 [gs@amttd.com](mailto:gs@amttd.com)

DATE: 4/19/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	PROJECT #: SC3963 LOCATION #: 26 CONTROL: STOP ALL

NOTES:	AM	
	PH	OTHER
	▲ W	N
	▼ S	▶ E

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

12:00 PM	0	0	3	0	0	0	0	0	0	0	1	1	5
12:15 PM	3	0	4	0	0	0	0	1	0	3	0	0	11
12:30 PM	0	0	3	0	0	0	0	2	0	3	2	0	10
12:45 PM	0	0	2	0	0	0	0	2	0	1	0	0	5
1:00 PM	1	0	3	0	0	0	0	1	0	4	1	0	10
1:15 PM	0	0	5	0	0	0	0	3	0	3	0	0	11
1:30 PM	0	0	6	0	0	0	0	1	1	2	0	0	10
1:45 PM	2	0	2	0	0	0	0	1	1	3	0	0	9
2:00 PM	1	0	2	0	0	0	0	0	0	7	0	0	7
2:15 PM	0	0	6	0	0	0	0	0	0	4	1	0	11
2:30 PM	0	0	2	0	0	0	0	4	1	4	1	0	12
2:45 PM	1	0	2	0	0	0	0	3	0	2	1	0	9
VOLUMES	8	0	40	0	0	0	0	18	4	31	9	0	110
APPROACH %	17%	0%	83%	0%	0%	0%	0%	82%	18%	78%	23%	0%	
APP/DEPART	48	/	0	0	/	35	22	/	58	40	/	17	0
BEGIN PEAK HR	1:30 PM												
VOLUMES	3	0	16	0	0	0	0	2	3	10	3	0	37
APPROACH %	16%	0%	84%	0%	0%	0%	0%	40%	60%	77%	23%	0%	
PEAK HR FACTOR	0.792												
APP/DEPART	19	/	0	0	/	13	5	/	18	13	/	6	0

U-TURNS					
NB	SB	EB	WB	TTL	

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

03:00 PM	2	0	3	0	0	0	0	0	2	0	0	0	13
3:15 PM	0	0	3	0	0	0	0	7	0	8	0	0	17
3:30 PM	2	0	2	0	0	0	0	5	0	4	3	0	17
3:45 PM	3	0	12	0	0	0	0	3	0	4	1	0	23
4:00 PM	1	0	5	0	0	0	0	5	1	2	5	0	19
4:15 PM	1	0	2	0	0	0	0	4	1	1	1	0	17
4:30 PM	0	0	3	0	0	0	0	3	0	3	0	0	8
4:45 PM	0	0	5	0	0	0	0	5	0	3	0	0	11
5:00 PM	1	0	3	0	0	0	0	6	0	1	0	0	12
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	2	0	0	0	0	2	1	4	1	0	8
5:45 PM	0	0	2	0	0	0	0	1	0	2	0	0	5
VOLUMES	10	0	41	0	0	0	0	43	3	41	14	0	152
APPROACH %	20%	0%	80%	0%	0%	0%	0%	93%	7%	75%	25%	0%	
APP/DEPART	51	/	0	0	/	44	46	/	84	55	/	24	0
BEGIN PEAK HR	3:30 PM												
VOLUMES	7	0	23	0	0	0	0	17	2	17	10	0	76
APPROACH %	23%	0%	77%	0%	0%	0%	0%	89%	11%	63%	37%	0%	
PEAK HR FACTOR	0.500												
APP/DEPART	30	/	0	0	/	19	19	/	40	27	/	17	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

<b>DATE:</b> 4/19/23 <b>WEDNESDAY</b>	<b>LOCATION:</b> NORTH & SOUTH: NORTH & WEST:	Prepared By: AImTD LLC, tel: 714 253 7888 cs@aimtd.com Henret Warren Simpson	<b>PROJECT #:</b> SC3963 <b>LOCATION #:</b> 26 <b>CONTROL:</b> STOP ALL
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CLASS 3: 3-AXLE TRUCKS	NOTES:	AVT	PVT	MD	OTHER	▲	N	▲	E	▶
			▲	W	S	▲	E	▶		

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	<small>Warren</small>			<small>Warren</small>			<small>Simpson</small>			<small>Simpson</small>			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
12:30 PM	0	0	1	0	0	0	0	0	0	2	0	0	4
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	3	0	1	0	0	4
1:15 PM	1	0	1	0	0	0	0	1	1	0	0	0	4
1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
1:45 PM	0	0	0	0	0	0	0	1	0	2	0	0	5
2:00 PM	0	0	2	0	0	0	0	0	0	2	0	0	3
2:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>VOLUMES</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>
<b>APPROACH %</b>	<b>13%</b>	<b>0%</b>	<b>88%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>78%</b>	<b>22%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
<b>APP/DEPART</b>	<b>8</b>												
<b>BEGIN PEAK HR</b>				1:30 PM									
<b>VOLUMES</b>	0	0	3	0	0	0	0	2	0	5	0	0	10
<b>APPROACH %</b>	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%
<b>PEAK HR FACTOR</b>				0.375			0.000			0.500			
<b>APP/DEPART</b>	3	0	0	0	0	5	2	2	5	5	0	0	21

U-TURNS							
NB	SB	EB	WB	TTL	NB	SB	TTL
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

RTOR					
NRR	SRR	ERR	WRR		
X	X	X	X	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	<small>Warren</small>			<small>Warren</small>			<small>Simpson</small>			<small>Simpson</small>			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
3:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	3
3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	1	0	1	0	0	3
4:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
4:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
5:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
<b>VOLUMES</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>
<b>APPROACH %</b>	<b>20%</b>	<b>0%</b>	<b>80%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>0%</b>	<b>75%</b>	<b>25%</b>	<b>0%</b>	<b>0%</b>
<b>APP/DEPART</b>	10												
<b>BEGIN PEAK HR</b>				3:30 PM									
<b>VOLUMES</b>	2	0	2	0	0	0	0	2	0	2	0	0	8
<b>APPROACH %</b>	50%	0%	50%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%
<b>PEAK HR FACTOR</b>				0.500			0.000			0.500			
<b>APP/DEPART</b>	4	0	0	0	0	2	2	2	4	2	2	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	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



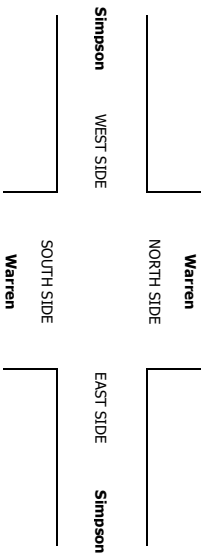


### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY  
 LOCATION: NORTH & SOUTH: EAST & WEST: Simpson  
 PROJECT #: SC3963  
 LOCATION #: 26  
 CONTROL: STOP ALL  
 PREPARED BY: AintD LLC, tel: 714 253 7888 cs@aintd.com  
 Hemet Warren Simpson

<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>												
<table border="1" style="margin: auto;"> <tr> <td>AM</td> <td>N</td> <td>S</td> </tr> <tr> <td>PM</td> <td>▲</td> <td>▶</td> </tr> <tr> <td>MID</td> <td>◀</td> <td>W</td> </tr> <tr> <td>OTHER</td> <td></td> <td></td> </tr> </table>		AM	N	S	PM	▲	▶	MID	◀	W	OTHER		
AM	N	S											
PM	▲	▶											
MID	◀	W											
OTHER													

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				U-TURNS						RTOR				
	Warren		Warren		Warren		Simpson		Warren		Simpson		Warren		Simpson		NB	SB	EB	WB	TTL	NRR	SRR	ERR	WRR		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WL	WT	WR												
<b>12:00 PM</b>	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00 PM	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:30 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:45 PM	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>VOLUMES</b>	20%		80%	20%		80%	0%		100%	0%	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>APPROACH %</b>	20%		80%	20%		80%	0%		100%	0%	16	16	7	7	0	0	0	0	0	0	0	0	0	0	0		
<b>APP/DEPART</b>	25		16	8		28	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>BEGIN PEAK HR VOLUMES</b>	1		9	0		0	0		2	0	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0		
<b>APPROACH %</b>	10%		90%	0%		0%	0%		100%	0%	86%	86%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>PEAK HR FACTOR</b>	0.417		0.000	0.000		0.500	0.583		0.588	0.588	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583	0.583		
<b>APP/DEPART</b>	10		6	5		11	7		2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0		
<b>03:00 PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>VOLUMES</b>	2		4	0		0	3		3	3	3	3	4	4	0	0	0	0	0	0	0	0	0	0	0		
<b>APPROACH %</b>	33%		67%	0%		0%	50%		50%	50%	10	10	4	4	0	0	0	0	0	0	0	0	0	0	0		
<b>APP/DEPART</b>	6		13	6		7	7		7	7	14	14	7	7	0	0	0	0	0	0	0	0	0	0	0		
<b>BEGIN PEAK HR VOLUMES</b>	1		0	0		0	0		2	1	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0		
<b>APPROACH %</b>	50%		50%	0%		0%	33%		33%	33%	67%	67%	33%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
<b>PEAK HR FACTOR</b>	0.500		0.000	0.000		0.750	0.750		0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750		
<b>APP/DEPART</b>	2		5	3		3	3		3	3	6	6	3	3	0	0	0	0	0	0	0	0	0	0	0		



## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AImTD LLC, tel: 714 253 7888 c@aimtd.com  
 DATE: 4/19/23  
 LOCATION: NORTH & SOUTH: Hemet  
 WEDNESDAY EAST & WEST: Warren Simpson  
 PROJECT #: SC3963  
 LOCATION #: 26  
 CONTROL: STOP ALL

DATE:	LOCATION:	CLASS 5:	NOTES:	
			AM	PM
			MID	OTHER
RV			<input type="checkbox"/> W <input type="checkbox"/> S <input type="checkbox"/> N <input type="checkbox"/> E	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR				
NRR	SRR	ERR	WRR	

AM												
BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APPROACH %	APPROACH %	APPROACH %	APPROACH %	APPROACH %	APPROACH %	APPROACH %	APPROACH %	APPROACH %
12:00 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
12:15 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
12:30 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
12:45 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
1:00 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
1:15 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
1:30 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
1:45 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
2:00 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
2:15 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
2:30 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
2:45 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
VOLUMES	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
APPROACH %	0%	0%	0.000	0%	0%	0%	0%	0%	0%	0%	0%	0%
BEGIN PEAK HR	1:30 PM											
VOLUMES	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
APPROACH %	0%	0%	0.000	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
APPROACH %	0%	0%	0.000	0%	0%	0%	0%	0%	0%	0%	0%	0%
APPR/DEPART	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0

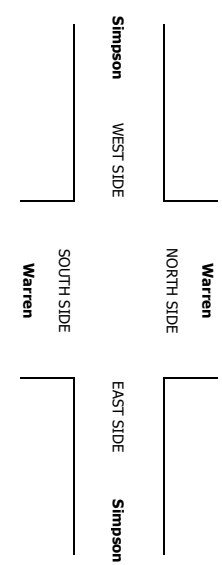
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

PM												
BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APPROACH %	APPROACH %	APPROACH %	APPROACH %	APPROACH %	APPROACH %	APPROACH %	APPROACH %	APPROACH %
03:00 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
3:15 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
3:30 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
3:45 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
4:00 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
4:15 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
4:30 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
4:45 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
5:00 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
5:15 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
5:30 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
5:45 PM	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
VOLUMES	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
APPROACH %	0%	0%	0.000	0%	0%	0%	0%	0%	0%	0%	0%	0%
APPR/DEPART	1	100%	0.250	0	0%	0	0%	0	0%	0	0%	0
VOLUMES	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
APPROACH %	0%	0%	0.000	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0
APPROACH %	0%	0%	0.000	0%	0%	0%	0%	0%	0%	0%	0%	0%
APPR/DEPART	0	0%	0.000	0	0%	0	0%	0	0%	0	0%	0

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0





**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Apr 19, 23

LOCATION: NORTH & SOUTH: EAST & WEST: Hemet Warren Simpson

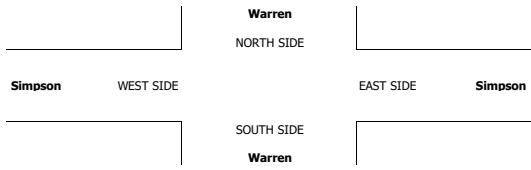
PROJECT #: SC3963  
LOCATION #: 26  
CONTROL: STOP ALL



LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
6:00 PM	12	0	70	0	0	0	0	49	8	65	19	0	223
6:15 PM	8	0	63	0	0	0	0	41	6	53	20	0	191
6:30 PM	11	0	61	0	0	0	0	34	10	39	21	0	176
6:45 PM	8	0	76	0	0	0	0	29	3	42	19	0	177
7:00 PM	4	0	58	0	0	0	0	34	3	29	15	0	143
7:15 PM	7	0	53	0	0	0	0	29	3	24	19	0	135
7:30 PM	1	0	65	0	0	0	0	33	6	32	11	0	148
7:45 PM	2	0	42	0	0	0	0	18	4	16	23	0	105
8:00 PM	3	0	51	0	0	0	0	19	2	26	8	0	109
8:15 PM	1	0	41	0	0	0	0	25	5	18	10	0	100
8:30 PM	7	0	45	0	0	0	0	17	2	20	12	0	103
8:45 PM	4	0	47	0	0	0	0	20	3	19	9	0	102
VOLUMES	68	0	672	0	0	0	0	348	55	383	186	0	1,712
APPROACH %	9%	0%	91%	0%	0%	0%	0%	86%	14%	67%	33%	0%	
APP/DEPART	740	/	0	0	/	439	403	/	1,020	569	/	253	0
BEGIN PEAK HR	6:00 PM												
VOLUMES	39	0	270	0	0	0	0	153	27	199	79	0	767
APPROACH %	13%	0%	87%	0%	0%	0%	0%	85%	15%	72%	28%	0%	
PEAK HR FACTOR	0.920			0.000			0.789			0.827			0.860
APP/DEPART	309	/	0	0	/	227	180	/	423	278	/	117	0
9:00 PM	1	0	39	0	0	0	0	8	2	19	12	0	81
9:15 PM	5	0	32	0	0	0	0	13	1	15	9	0	76
9:30 PM	6	0	26	0	0	0	0	10	1	13	7	0	63
9:45 PM	2	0	30	0	0	0	0	6	6	14	11	0	69
10:00 PM	2	0	19	0	0	0	0	13	3	7	6	0	50
10:15 PM	0	0	18	0	0	0	0	6	3	12	10	0	49
10:30 PM	0	0	17	0	0	0	0	11	2	9	2	0	41
10:45 PM	0	0	10	0	0	0	0	2	3	5	4	0	24
11:00 PM	0	0	19	0	0	0	0	4	0	5	8	0	36
11:15 PM	0	0	10	0	0	0	0	6	0	3	1	0	20
11:30 PM	0	0	11	0	0	0	0	5	0	4	2	0	22
11:45 PM	0	0	14	0	0	0	0	6	2	1	1	0	24
VOLUMES	16	0	246	0	0	0	0	90	23	107	73	0	555
APPROACH %	6%	0%	94%	0%	0%	0%	0%	80%	20%	59%	41%	0%	
APP/DEPART	262	/	0	0	/	130	113	/	336	180	/	89	0
BEGIN PEAK HR	9:00 PM												
VOLUMES	14	0	128	0	0	0	0	37	10	61	39	0	289
APPROACH %	10%	0%	90%	0%	0%	0%	0%	79%	21%	61%	39%	0%	
PEAK HR FACTOR	0.888			0.000			0.839			0.806			0.892
APP/DEPART	142	/	0	0	/	71	47	/	165	100	/	53	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

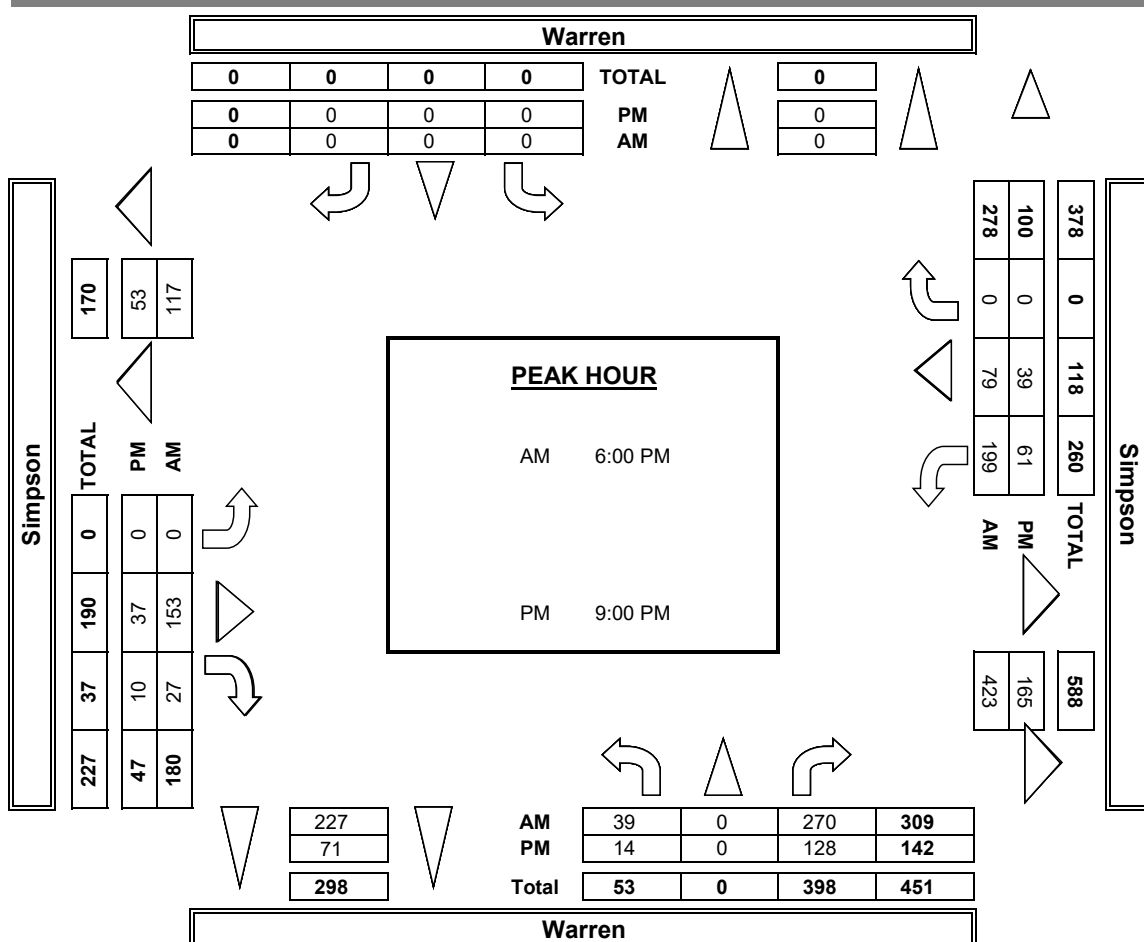
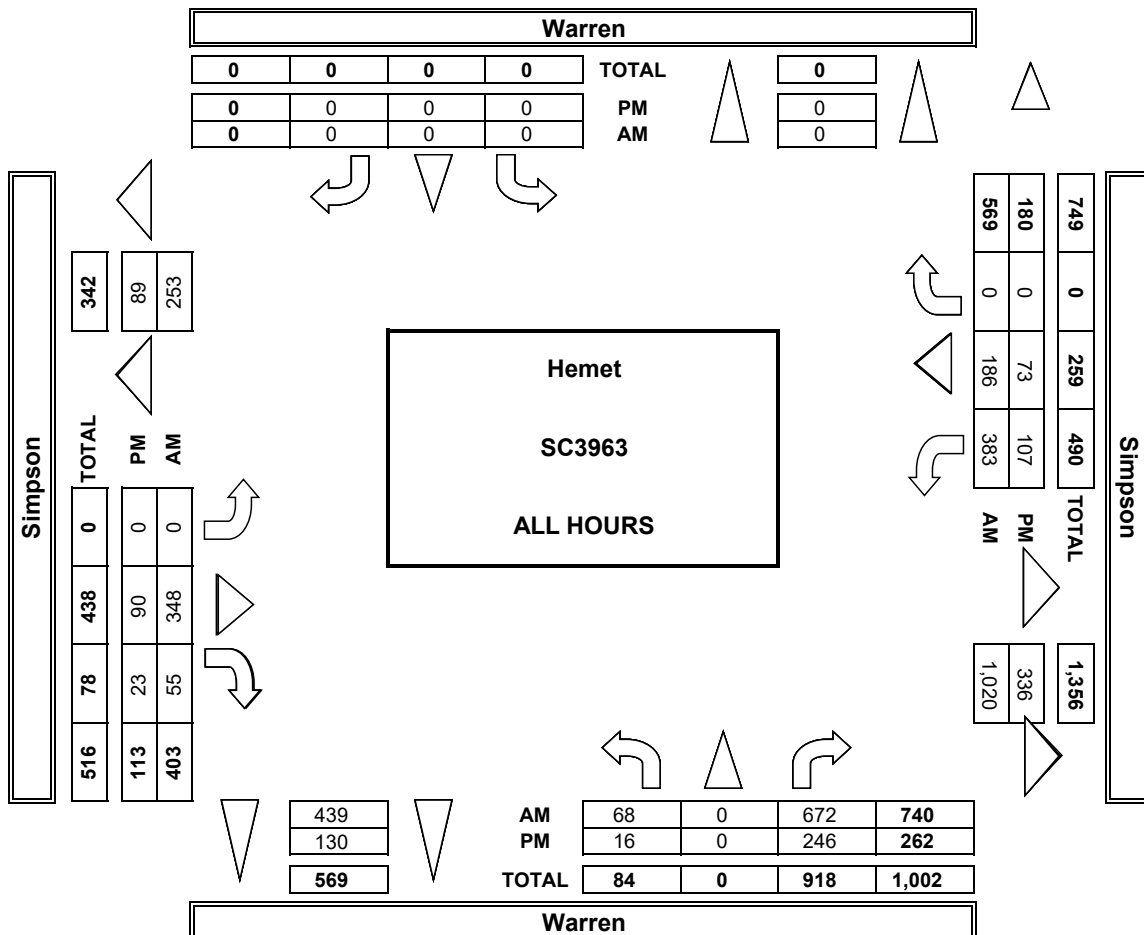


	ALL PED AND BIKE				TOTAL
	E SIDE	W SIDE	S SIDE	N SIDE	
6:00 PM	0	0	0	0	0
6:15 PM	0	0	0	0	0
6:30 PM	0	0	0	0	0
6:45 PM	0	0	0	0	0
7:00 PM	0	0	0	0	0
7:15 PM	0	0	0	0	0
7:30 PM	0	0	0	0	0
7:45 PM	0	0	0	0	0
8:00 PM	0	0	0	0	0
8:15 PM	0	0	0	0	0
8:30 PM	0	0	0	0	0
8:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
9:00 PM	0	0	0	0	0
9:15 PM	0	0	0	0	0
9:30 PM	0	0	0	0	0
9:45 PM	0	0	0	0	0
10:00 PM	0	0	0	0	0
10:15 PM	0	0	0	0	0
10:30 PM	0	0	0	0	0
10:45 PM	0	0	0	0	0
11:00 PM	0	0	0	0	0
11:15 PM	0	0	0	0	0
11:30 PM	0	0	0	0	0
11:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
TOTAL	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	0	0	0	0

BICYCLE CROSSINGS				
ES	WS	SS	NS	TOTAL
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
TOTAL	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
TOTAL	0	0	0	0

**AimTD LLC**  
TURNING MOVEMENT COUNTS





### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AImTD LLC, tel: 714 253 7888 c@aimtd.com

SC3963

DATE: 4/19/23  
WEDNESDAY

PROJECT #: 26  
LOCATION #: 26  
CONTROL: STOP ALL

LOCATION: NORTH & SOUTH: EAST & WEST:

Hemet  
Warren  
Simpson

<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	<b>NOTES:</b>											
		<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲ N</td> <td style="padding: 2px;">▶ E</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">▲ W</td> <td style="padding: 2px;">▶ S</td> </tr> <tr> <td style="padding: 2px;">HID</td> <td></td> <td></td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td></td> <td></td> </tr> </table>	AM	▲ N	▶ E	PM	▲ W	▶ S	HID			OTHER
AM	▲ N	▶ E										
PM	▲ W	▶ S										
HID												
OTHER												

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS						
NB	SB	EB	WB	TLL		

RTOR					
NRR	SRR	ERR	WRR		

	Warren												
	NORTH SIDE						SOUTH SIDE						
	Simpson						Simpson						
	WEST SIDE												
	SOUTH SIDE												
	Warren												
	EAST SIDE												
	Simpson												

	Warren												
	NORTH SIDE						SOUTH SIDE						
	Simpson												

APP/DEPART	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
<b>AM</b>	6:00 PM													
VOLUMES	1	0	4	0	0	0	0	1	1	3	1	1	0	12
APPROACH %	8%	0%	92%	0%	0%	0%	0%	4%	4%	0	2	2	0	5
PEAK HR FACTOR	0.813			0.000				0.563	11%	8	3	27%	0%	33
BEGIN PEAK HR VOLUMES	1	0	12	0	0	0	0	8	1	11	8	3	0	33
APPROACH %	100%	0%	96%	0%	0%	0%	0%	89%	11%	73%	27%	0%	0%	688
PEAK HR FACTOR	0.813			0.000				0.563	5%	14	21%	0%	0%	0.688
BEGIN PEAK HR VOLUMES	25	0	0	0	12	19	9	18	1	11	3	2	0	58
APPROACH %	4%	0%	96%	0%	0%	0%	0%	95%	5%	79%	21%	0%	0%	58
PEAK HR FACTOR	13	0	0	0	9	9	9	2	1	11	3	2	0	58
BEGIN PEAK HR VOLUMES	13	0	0	0	9	9	9	2	1	11	3	2	0	58
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	5
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR VOLUMES	1	0	1	0	0	0	0	2	0	2	2	2	0	5
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	5
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR VOLUMES	1	0	1	0	0	0	0	2	0	2	2	2	0	5
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	5
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR VOLUMES	1	0	1	0	0	0	0	2	0	2	2	2	0	5
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	5
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR VOLUMES	1	0	1	0	0	0	0	2	0	2	2	2	0	5
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	5
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR VOLUMES	1	0	1	0	0	0	0	2	0	2	2	2	0	5
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	5
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR VOLUMES	1	0	1	0	0	0	0	2	0	2	2	2	0	5
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	5
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR VOLUMES	1	0	1	0	0	0	0	2	0	2	2	2	0	5
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	5
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR VOLUMES	1	0	1	0	0	0	0	2	0	2	2	2	0	5
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	5
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR VOLUMES	1	0	1	0	0	0	0	2	0	2	2	2	0	5
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	100%	0%	0%	5
PEAK HR FACTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NB	0	0	0	0	0	0
SB	0	0	0	0	0	0
EB	0	0	0	0	0	0
WB	0	0	0	0	0	0
TLL	0	0	0	0	0	0

NRR	0	0	0	0	0	0
SRR	0	0	0	0	0	0
ERR	0	0	0	0	0	0
WRR	0	0	0	0	0	0

NB	0	0	0	0	0	0
SB	0	0	0	0	0	0
EB	0	0	0	0	0	0
WB	0	0	0	0	0	0
TLL	0	0	0	0	0	0

NRR	0	0	0	0	0	0
SRR	0	0	0	0	0	0
ERR	0	0	0	0	0	0
WRR	0	0	0	0	0	0

NB	0	0	0	0	0	0
SB	0	0	0	0	0	0
EB	0	0	0	0	0	0
WB	0	0	0	0	0	0
TLL	0	0	0	0	0	0

NRR	0	0	0	0	0	0
SRR	0	0	0	0	0	0
ERR	0	0	0	0	0	0
WRR	0	0	0	0	0	0



NB	0	0	0	0	0	0
SB	0	0	0	0	0	0
EB	0	0	0	0	0	0
WB	0	0	0	0	0	0
TLL	0	0	0	0	0	0

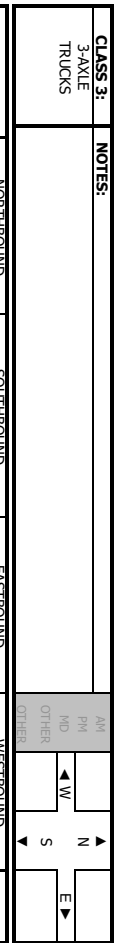
NRR	0	0	0	0	0	0
SRR	0	0	0	0	0	0
ERR	0	0	0	0	0	0
WRR	0	0	0	0	0	0



**DATE:** 4/19/23  
**WEDNESDAY**  
**LOCATION:** NORTH & SOUTH:  
 EAST & WEST:  
**CLASS 3:** 3-AXLE TRUCKS  
**NOTES:**

PREPARED BY: AImTD LLC, tel: 714 253 7888 cs@aimtd.com  
 PROJECT #: SC3963  
 LOCATION #: 26  
 CONTROL: STOP ALL

**INTERSECTION TURNING MOVEMENT COUNTS**



	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

**U-TURNS**

NB	SB	EB	WB	TTL
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**RTOR**

NRR	SRR	ERR	WRR
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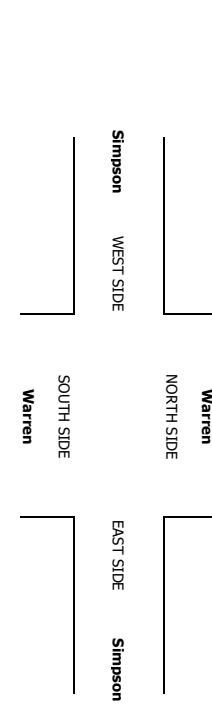
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND		TOTAL
	Warren	Warren	Warren	Warren	Simpson	Simpson	Simpson	Simpson	
6:00 PM	0	0	1	0	0	0	1	0	1
6:15 PM	0	0	0	0	0	1	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	1	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	1	0	2	0	0	0	4
<b>VOLUMES</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>4</b>
<b>APPROACH %</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>0%</b>	<b>0%</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>	<b>0%</b>
<b>APP/DEPART</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>
<b>BEGIN PEAK HR</b>	6:00 PM								3
<b>VOLUMES</b>	0	0	1	0	0	1	0	1	3
<b>APPROACH %</b>	0%	0%	100%	0%	0%	100%	0%	100%	0%
<b>PEAK HR FACTOR</b>	0.250		0.000		0.250		0.250		0.375
<b>APP/DEPART</b>	1	1	0	0	1	2	1	1	0
<b>09:00 PM</b>	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0
<b>VOLUMES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>APPROACH %</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
<b>APP/DEPART</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BEGIN PEAK HR</b>	9:00 PM								0
<b>VOLUMES</b>	0	0	0	0	0	0	0	0	0
<b>APPROACH %</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>PEAK HR FACTOR</b>	0.000		0.000		0.000		0.000		0.000
<b>APP/DEPART</b>	0	0	0	0	0	0	0	0	0

**U-TURNS**

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

**RTOR**

NRR	SRR	ERR	WRR
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



**RTOR**

0	0	0	0
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### INTERSECTION TURNING MOVEMENT COUNTS

DATE: 4/19/23  
 WEDNESDAY  
 LOCATION: NORTH & SOUTH: EAST & WEST:  
 PROJECT #: SC3963  
 LOCATION #: 26  
 CONTROL: STOP ALL  
 PREPARED BY: AImTD LLC, tel: 714 253 7888 c@aimtd.com  
 Hemet  
 Warren  
 Simpson

<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>	AM PM MID OTHER	▲ N ▲ W S ▶ E
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	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	Warren		Simpson		Warren		Simpson		Warren		Simpson		Warren				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WR				
<b>AM</b>																	
VOLUMES	4	0	1	0	0	0	0	0	2	2	1	0	0	10			
APPROACH %	80%	0%	20%	0%	0%	0%	0%	0%	100%	67%	33%	0%	0%				
BEGIN PEAK HR VOLUMES	0	0	1	0	0	0	0	0	1	1	1	0	0	4			
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	50%	50%	0%	0%				
PEAK HR FACTOR	0.250	0.250	0.250	0.000	0.000	0.250	0.250	0.250	0.500	0.500	0.500	0.500	0.500	0.500			
APP/DEPART	1	1	0	0	2	2	1	1	1	2	2	1	1	0			
<b>PM</b>																	
VOLUMES	0	0	2	0	0	0	0	0	0	2	2	0	0	5			
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%				
BEGIN PEAK HR VOLUMES	0	0	1	0	0	0	0	0	1	1	1	0	0	3			
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%				
PEAK HR FACTOR	0	0	0.250	0.000	0.000	0.000	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.250			
APP/DEPART	1	1	0	0	1	1	1	2	2	1	1	0	0	0			

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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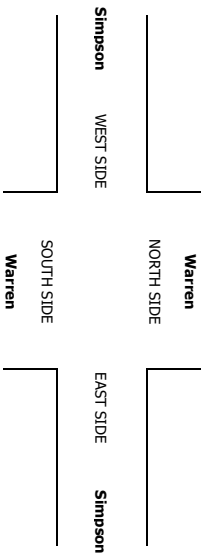
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**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AImTD LLC, tel: 714 253 7888, c@aintd.com

DATE: 4/19/23  
WEDNESDAY  
LOCATION: NORTH & SOUTH: EAST & WEST:  
Warren  
Simpson

PROJECT #: SC3963  
LOCATION #: 26  
CONTROL: STOP ALL

CLASS 5:	NOTES:	AM	PM	N	E
		PB	W	S	W
RV		MID			
		OTHER			

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Warren			Warren			Simpson			Simpson			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

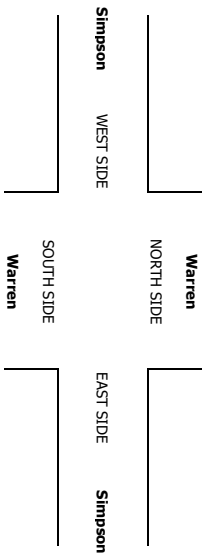
U-TURNS					
NB	SB	EB	WB	TLL	
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

RTOR				
NRR	SRR	ERR	WRR	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Warren			Warren			Simpson			Simpson			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
BEGIN PEAK-HR	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK-HR	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AImTD LLC, Tel: 714 253 7888 cs@aimtd.com

**DATE:**  
4/19/23  
**WEDNESDAY**

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

Home1  
SR-79  
SR-74

**PROJECT #:** SC3960  
**LOCATION #:** 1  
**CONTROL:** SIGNAL

PCE Adjusted	NOTES:						AM			PM			OTHER			
	Class	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Factor	1	1.5	2	3	2	2	2	2	2	2	2	2	2	2	2

LANES:	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TL	TT	TR	TL	TT				
1	0.5	0.5	1	1	1	0	1	3	1	1	1	2	0	0	0	0	0				

Time	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TL	TT	TR	TL	TT				
7:00 AM	26	4	78	1	3	3	3	184	25	130	215	5	675								
7:15 AM	38	3	81	7	7	0	5	215	31	127	257	8	777								
7:30 AM	28	4	83	7	4	0	5	197	37	124	243	11	742								
7:45 AM	21	4	99	6	3	3	1	263	43	123	194	13	770								
8:00 AM	26	9	95	8	7	0	3	210	26	128	141	5	654								
8:15 AM	26	1	89	7	8	0	6	204	19	126	183	9	676								
8:30 AM	23	1	81	2	5	3	1	237	25	98	171	2	647								
8:45 AM	29	2	82	0	5	0	1	211	22	109	185	4	647								
<b>VOLUMES</b>	216	27	686	38	41	9	24	1,718	226	963	1,587	55	5,586								
<b>APPROACH %</b>	23%	3%	74%	43%	47%	10%	1%	87%	11%	37%	61%	2%									
<b>APP/DEPART</b>	928	/	105	87	/	1,229	1,968	/	2,441	2,604	/	1,812	0								

Time	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TL	TT	TR	TL	TT				
7:00 AM	113	15	340	21	17	6	13	857	136	503	909	35	2,963								
<b>VOLUMES</b>	118	15	353	22	17	6	14	891	141	523	945	36									
<b>APPROACH %</b>	24%	3%	73%	48%	38%	14%	1%	85%	13%	35%	63%	2%									
<b>PEAK HR FACTOR</b>	0.949	/	0.806	0.806	/	0.821	0.821	/	0.821	0.925	/	0.954	0								
<b>APP/DEPART</b>	467	/	63	44	/	655	1,006	/	1,218	1,447	/	1,028	0								

Time	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TL	TT	TR	TL	TT				
4:00 PM	41	3	130	3	1	3	4	259	24	130	224	7	827								
4:15 PM	28	1	126	3	3	0	5	300	33	84	192	2	774								
4:30 PM	34	10	128	6	2	0	3	224	25	118	240	7	795								
4:45 PM	30	1	144	5	6	1	5	286	27	96	175	8	783								
5:00 PM	39	0	136	4	5	2	9	261	23	97	211	15	797								
5:15 PM	36	5	129	8	3	3	11	251	26	106	251	3	830								
5:30 PM	40	1	107	7	5	4	3	231	15	104	224	11	751								
5:45 PM	36	2	121	3	4	3	3	205	22	112	202	5	717								
<b>VOLUMES</b>	284	23	1,019	39	27	15	38	2,016	194	845	1,717	58	6,271								
<b>APPROACH %</b>	21%	2%	77%	48%	33%	19%	2%	90%	9%	32%	66%	2%									
<b>APP/DEPART</b>	1,325	/	118	80	/	1,066	2,248	/	3,073	2,619	/	2,015	0								



SR-74

WEST SIDE

SOUTH SIDE

SR-79

EAST SIDE

SR-74

U-TURNS						
NB	SB	EB	WB	TTL		
0	0	0	0	0	0	0

### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AirtD LLC, Tel: 714 253 7888 cs@airtd.com

DATE:  
4/25/23  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Hemet  
SR-39  
Simpson

PROJECT #:  
SC3963  
LOCATION #:  
21  
CONTROL:  
SIGNAL

PCE Adjusted	NOTES:						AM	PM	N	E
	Class	1	2	3	4	5	6	OTHER		
	Feder	1	15	2	3	2			W	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
SR-39	1	2	0	1	2	0	1	1	1	1	1	1	

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0

APP/DEPART	AM						APP/DEPART	PM							
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM		8:30 AM	8:45 AM	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	VOLUMES	APPROACH %
904	904	980	1,487	1,588	687	431	587	666	0						
BEGIN PEAK HR VOLUMES	51	341	54	9	674	194	135	172	87	137	207	29	2,086		
APPROACH %	53	354	56	9	700	201	140	179	90	142	215	30			
PEAK HR FACTOR	11%	77%	12%	1%	77%	22%	34%	44%	22%	37%	56%	8%			
APP/DEPART	445	504	876	897	394	234	372	451	0						
4:00 PM	25	144	31	9	106	13	27	45	16	15	28	7	464		
4:15 PM	33	170	37	9	147	27	16	47	19	20	21	10	555		
4:30 PM	18	147	28	8	117	32	17	38	21	17	38	4	483		
4:45 PM	36	180	34	7	121	35	27	34	12	15	41	7	545		
5:00 PM	27	150	44	9	111	23	21	46	16	13	26	8	492		
5:15 PM	24	171	39	4	108	26	30	39	19	21	18	7	502		
5:30 PM	30	135	51	13	112	20	27	54	12	24	27	7	508		
5:45 PM	20	202	62	4	88	14	21	32	13	9	17	8	489		
VOLUMES	211	1,297	324	61	908	188	184	333	127	134	214	58	4,036		
APPROACH %	11%	71%	18%	5%	78%	16%	29%	52%	20%	33%	53%	14%			
APP/DEPART	1,831	1,538	1,157	643	1,168	643	718	405	613	0					
BEGIN PEAK HR VOLUMES	113	646	142	32	495	116	80	164	68	65	125	29	2,074		
APPROACH %	118	671	148	33	515	121	83	171	71	68	129	30			
PEAK HR FACTOR	13%	72%	16%	5%	77%	18%	26%	53%	22%	30%	57%	13%			
APP/DEPART	901	755	643	628	312	219	338	219	354	0					



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AintD LLC, Tel: 714 253 7888 cs@aintd.com

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Hemet  
SR-79  
Domenigoni

PROJECT #:  
SC3963  
LOCATION #:  
22  
CONTROL:  
SIGNAL

PCE Adjusted	NOTES:						AM	PM	N	E
	Class	1	2	3	4	5				
	Feder	1	15	2	3	2			W	S
							OTHER			

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL			
	SR-79	SR-79	SR-79	SR-79	SR-79	SR-79	Domenigoni	Domenigoni	Domenigoni	Domenigoni	Domenigoni	Domenigoni				
NL	NT	2	NR	SL	ST	2	SR	EL	ET	2	ER	WL	WT	3	WR	1
1				1			1	2			1	2				1

U-TURNS						
NB	SB	EB	WB	TTL		
0	0	0	0	0		

AM												
APPROACH %	VOLUMES	APPROACH %	VOLUMES	APPROACH %	VOLUMES	APPROACH %	VOLUMES	APPROACH %	VOLUMES	APPROACH %	VOLUMES	
8%	141	8%	141	5%	80	16%	370	12%	1552	47%	1020	
28%	516	28%	516	5%	80	73%	1,722	12%	1,678	51%	47	
	659%		659%		27%		73%		12%	1%	9,200	
	933		933		2,365		3,018		3,277		2,272	
	1,872		1,872		1,686		2,978		2,365		3,277	
	7:00 AM		7:00 AM		7:00 AM		7:00 AM		7:00 AM		7:00 AM	
BEGIN PEAK HR	72	273	677	46	666	255	183	852	160	806	935	
VOLUMES	74	283	704	48	692	265	190	886	166	838	972	
APPROACH %	7%	27%	66%	5%	69%	26%	15%	71%	13%	45%	53%	
PEAK HR FACTOR	0.931	0.931	0.911	0.911	0.911	0.938	0.938	0.938	0.859	0.859	0.931	
AP/DEPART	1,021	/	487	966	/	1,631	1,195	/	1,575	1,773	/	1,261
4:00 PM	28	176	250	7	86	37	75	210	15	177	196	8
4:15 PM	26	155	243	9	105	49	68	218	21	165	176	4
4:30 PM	18	165	257	3	91	38	55	251	19	207	189	7
4:45 PM	24	181	266	3	90	38	53	161	12	200	185	6
5:00 PM	25	165	272	7	71	41	64	214	12	161	197	4
5:15 PM	32	158	241	6	62	44	50	233	19	171	207	8
5:30 PM	28	166	261	6	81	43	62	218	10	148	167	10
5:45 PM	26	144	252	6	56	47	54	197	14	168	181	5
VOLUMES	206	1,309	2,040	46	641	335	479	1,701	120	1,395	1,496	
APPROACH %	6%	37%	57%	5%	63%	33%	21%	74%	5%	47%	51%	
PEAK HR FACTOR	1.022	1.022	1.022	1.022	1.022	1.156	2,299	/	3,787	2,942	/	2,037
AP/DEPART	3,555	/	1,838	21	372	162	251	840	67	748	745	24
BEGIN PEAK HR	96	677	1,016	22	386	168	261	873	69	778	774	25
VOLUMES	99	704	1,056	22	386	168	261	873	69	778	774	25
APPROACH %	5%	38%	57%	4%	67%	29%	22%	73%	6%	49%	49%	2%
PEAK HR FACTOR	0.949	0.949	0.852	0.852	0.891	0.891	0.891	0.891	0.941	0.941	0.941	0.966
AP/DEPART	1,788	/	951	554	/	1,186	1,157	/	1,876	1,517	/	1,002
												0

PM												
APPROACH %	VOLUMES	APPROACH %	VOLUMES	APPROACH %	VOLUMES	APPROACH %	VOLUMES	APPROACH %	VOLUMES	APPROACH %	VOLUMES	
6%	206	6%	206	5%	80	16%	370	12%	1,552	47%	1,020	
37%	516	37%	516	5%	80	73%	1,722	12%	1,678	51%	47	
	659%		659%		27%		73%		12%	1%	9,200	
	933		933		2,365		3,018		3,277		2,272	
	1,872		1,872		1,686		2,978		2,365		3,277	
	4:00 PM		4:00 PM		4:00 PM		4:00 PM		4:00 PM		4:00 PM	
BEGIN PEAK HR	72	273	677	46	666	255	183	852	160	806	935	
VOLUMES	74	283	704	48	692	265	190	886	166	838	972	
APPROACH %	7%	27%	66%	5%	69%	26%	15%	71%	13%	45%	53%	
PEAK HR FACTOR	0.931	0.931	0.911	0.911	0.911	0.938	0.938	0.938	0.859	0.859	0.931	
AP/DEPART	1,021	/	487	966	/	1,631	1,195	/	1,575	1,773	/	1,261
4:00 PM	28	176	250	7	86	37	75	210	15	177	196	8
4:15 PM	26	155	243	9	105	49	68	218	21	165	176	4
4:30 PM	18	165	257	3	91	38	55	251	19	207	189	7
4:45 PM	24	181	266	3	90	38	53	161	12	200	185	6
5:00 PM	25	165	272	7	71	41	64	214	12	161	197	4
5:15 PM	32	158	241	6	62	44	50	233	19	171	207	8
5:30 PM	28	166	261	6	81	43	62	218	10	148	167	10
5:45 PM	26	144	252	6	56	47	54	197	14	168	181	5
VOLUMES	206	1,309	2,040	46	641	335	479	1,701	120	1,395	1,496	
APPROACH %	6%	37%	57%	5%	63%	33%	21%	74%	5%	47%	51%	
PEAK HR FACTOR	1.022	1.022	1.022	1.022	1.022	1.156	2,299	/	3,787	2,942	/	2,037
AP/DEPART	3,555	/	1,838	21	372	162	251	840	67	748	745	24
BEGIN PEAK HR	96	677	1,016	22	386	168	261	873	69	778	774	25
VOLUMES	99	704	1,056	22	386	168	261	873	69	778	774	25
APPROACH %	5%	38%	57%	4%	67%	29%	22%	73%	6%	49%	49%	2%
PEAK HR FACTOR	0.949	0.949	0.852	0.852	0.891	0.891	0.891	0.891	0.941	0.941	0.941	0.966
AP/DEPART	1,788	/	951	554	/	1,186	1,157	/	1,876	1,517	/	1,002
												0





# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AirtTD LLC, tel: 714 253 7888 cs@airtd.com

**DATE:**  
4/19/23  
**WEDNESDAY**

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

Hemet  
Warren  
Simpson

**PROJECT #:**  
SC3963

**LOCATION #:**  
26

**SIGNAL**

PCE Adjusted	NOTES:						AM			PM		
	Class	1	2	3	4	5	6	7	8	9	10	
Factor	1	1.5	2	3	2	2						

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	XT	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	X	X	1	X	X	X	X	1	0	1	1	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

TIME	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	XT	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>7:00 AM</b>	43	0	0	61	0	0	0	30	12	78	54	0	
7:15 AM	31	0	0	77	0	0	0	37	20	92	59	0	
7:30 AM	11	0	0	70	0	0	0	32	18	67	42	0	
7:45 AM	15	0	0	79	0	0	0	41	18	67	43	0	
8:00 AM	16	0	0	72	0	0	0	51	21	95	40	0	
8:15 AM	12	0	0	67	0	0	0	27	12	67	32	0	
8:30 AM	10	0	0	77	0	0	0	30	5	74	43	0	
8:45 AM	7	0	0	55	0	0	0	26	6	63	26	0	
<b>VOLUMES</b>	145	0	0	557	0	0	0	273	110	600	338	0	
<b>APPROACH %</b>	21%	0%	79%	0%	0%	0%	0%	71%	29%	64%	36%	0%	
<b>APP/DEPART</b>	701	/	0	0	/	710	383	/	830	938	/	483	
<b>BEGIN PEAK HR</b>	7-15 AM												
<b>VOLUMES</b>	73	0	0	298	0	0	0	160	76	320	184	0	
<b>APPROACH %</b>	76	0	0	309	0	0	0	166	79	332	191	0	
<b>PEAK HR FACTOR</b>	20%	0%	80%	0%	0%	0%	0%	68%	32%	64%	36%	0%	
<b>APP/DEPART</b>	371	/	0	0	/	395	236	/	458	503	/	257	
4:00 PM	17	0	0	71	0	0	0	60	19	67	43	0	
4:15 PM	13	0	0	77	0	0	0	72	20	94	48	0	
4:30 PM	9	0	0	82	0	0	0	64	9	74	34	0	
4:45 PM	8	0	0	89	0	0	0	52	13	66	34	0	
5:00 PM	4	0	0	79	0	0	0	69	10	74	43	0	
5:15 PM	9	0	0	78	0	0	0	59	13	83	39	0	
5:30 PM	8	0	0	76	0	0	0	62	13	62	31	0	
5:45 PM	5	0	0	76	0	0	0	51	10	52	26	0	
<b>VOLUMES</b>	72	0	0	626	0	0	0	487	106	570	297	0	
<b>APPROACH %</b>	10%	0%	90%	0%	0%	0%	0%	82%	18%	66%	34%	0%	
<b>APP/DEPART</b>	697	/	0	0	/	676	593	/	1,113	867	/	368	
<b>BEGIN PEAK HR</b>	4-15 PM												
<b>VOLUMES</b>	34	0	0	326	0	0	0	256	52	306	159	0	
<b>APPROACH %</b>	35	0	0	339	0	0	0	266	54	318	165	0	
<b>PEAK HR FACTOR</b>	9%	0%	91%	0%	0%	0%	0%	83%	17%	66%	34%	0%	
<b>APP/DEPART</b>	359	/	0	0	/	358	308	/	582	465	/	192	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AintD LLC, Tel: 714 253 7888 cs@aintd.com

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Warren  
Warren  
Domenigoni

PROJECT #:  
LOCATION #:  
CONTROL:

SC3963  
27  
SIGNAL

PCE Adjusted	NOTES:						AM	PM	ND	OTHER	S	N	E
	Class	1	2	3	4	5							
	1	15	2	3	2	2							

NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
Warren		Warren		Warren		Domenigoni		Domenigoni		Domenigoni		Domenigoni				
LN	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TL	TR			
LANES:	0	1	0	0	0	1	2	1	1	2	1	2	1			

U-TURNS							
NB	SB	EB	WB	TTL	NB	SB	TTL

AM																											
7:00 AM				7:30 AM				7:45 AM				8:00 AM				8:15 AM				8:30 AM				8:45 AM			
VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART				
5	71%	0.583	7	2	29%	0.583	7	2	2	29%	0.583	7	2	2	2	2	2	2	2	2	2	2	2				
76	20%	0.829	372	79	20%	0.829	372	76	20%	0.829	372	294	18%	0.946	1,569	282	18%	0.946	1,569	306	18%	0.946	1,569				
2	0%	0.850	2	2	0%	0.850	2	2	0%	0.850	2	2	0%	0.850	2	2	0%	0.850	2	2	0%	0.850	2				
140	20%	0.829	372	571	80%	0.829	372	534	18%	0.946	1,569	2,485	82%	0.946	1,569	2,485	82%	0.946	1,569	2,485	82%	0.946	1,569				
5	42%	0.583	7	5	42%	0.583	7	5	42%	0.583	7	5	42%	0.583	7	5	42%	0.583	7	5	42%	0.583	7				
7	58%	0.583	7	5	42%	0.583	7	5	42%	0.583	7	5	42%	0.583	7	5	42%	0.583	7	5	42%	0.583	7				
714	0%	0.829	372	703	0%	0.829	372	714	0%	0.829	372	3,021	0%	0.829	372	2,850	0%	0.829	372	2,850	0%	0.829	372				
703	0%	0.829	372	703	0%	0.829	372	703	0%	0.829	372	2,625	0%	0.829	372	2,850	0%	0.829	372	2,850	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372	0	0%	0.829	372				
0	0%	0.829	3																								

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AirtTD LLC, Tel: 714 253 7888 [cs@airtd.com](mailto:cs@airtd.com)

**DATE:**  
4/19/23  
**WEDNESDAY**

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

Henet  
Warren  
SR-74

**PROJECT #:** SC3960  
**LOCATION #:** 4  
**CONTROL:** SIGNAL

PCE Adjusted	NOTES:						AM			PM			OTHER		
	Class	1	2	3	4	5	1	2	3	1	2	3	1	2	3
	Factor	1	1.5	2	3	2									

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	1	2	1	1	3	0	1	2	0	1	2	0	

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0

PCE Adjusted	NOTES:						AM			PM			OTHER		
	Class	1	2	3	4	5	1	2	3	1	2	3	1	2	3
	Factor	1	1.5	2	3	2									

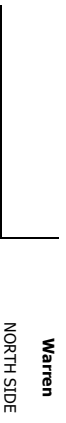
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	1	2	1	1	3	0	1	2	0	1	2	0	

PCE Adjusted	NOTES:						AM			PM			OTHER		
	Class	1	2	3	4	5	1	2	3	1	2	3	1	2	3
	Factor	1	1.5	2	3	2									

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1	1	2	1	1	3	0	1	2	0	1	2	0	



SR-74

WEST SIDE

SOUTH SIDE

EAST SIDE

SR-74



SR-74

WEST SIDE

SOUTH SIDE

EAST SIDE

SR-74





**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AlimTD LLC, tel: 714 253 7888 cs@alimtd.com

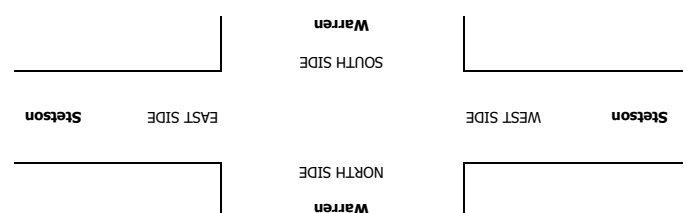
DATE: 4/19/23  
 LOCATION: NORTH & SOUTH: Hemet  
 EAST & WEST: Stetson  
 PROJECT #: SC3963  
 LOCATION #: 29  
 CONTROL: STOP ALL

NOTES:	AM	PM	OTHER	OTHER
	▲	▼	▶	◀
Adjusted	Factor	1	1.5	2
	Class	3	4	5

LANES:	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	
	NL	NT	SL	ST	EL	ET	ER	WL
	0	1	0	1	0	1	0	1
TOTAL	WB		EB		SB		NB	
	TTL	WB	EB	SB	TOTAL	WB	EB	SB

7:00 AM	1	72	12	38	33	33	54	7	15	14	1	1	56	296
	0	90	25	25	67	67	67	12	22	59	330	342	342	0
7:15 AM	0	69	23	42	51	6	6	10	17	14	1	1	64	316
7:30 AM	1	82	16	57	82	6	6	11	23	19	0	0	346	316
7:45 AM	1	82	25	51	61	13	13	11	23	19	0	0	346	316
8:00 AM	1	82	16	57	82	6	6	11	23	19	0	0	346	316
8:15 AM	0	91	23	37	62	13	2	19	12	12	0	0	306	306
8:30 AM	0	76	19	33	63	2	2	16	16	14	1	1	309	309
8:45 AM	1	81	12	53	60	9	6	18	18	8	1	1	321	321
VOLUMES	5	640	154	342	498	62	42%	121	121	112	5	5	428	2,581
APPROACH %	1%	80%	19%	38%	55%	7%	42%	56%	2%	17%	1%	1%	64%	0
APP/DEPART	799	1,160	902	615	218	617	663	191	0	0	0	0	0	0
BEGIN PEAK HR	3	322	89	182	261	31	40	61	2	65	70	227	1,350	0
VOLUMES	3	334	92	189	271	32	41	63	2	67	73	236	1,350	0
APPROACH %	1%	78%	21%	38%	55%	6%	39%	60%	2%	18%	19%	63%	0.943	0
PEAK HR FACTOR	413	588	473	327	103	332	362	104	0	0	0	0	0	0
APP/DEPART	413	588	473	327	103	332	362	104	0	0	0	0	0	0
BEGIN PEAK HR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	6	622	119	395	603	66	92	195	10	155	140	409	2,808	0
APPROACH %	1%	83%	16%	37%	57%	6%	31%	66%	3%	22%	20%	58%	0	0
APP/DEPART	747	1,122	1,063	767	296	708	703	211	0	0	0	0	0	0
BEGIN PEAK HR	3	322	63	218	314	36	47	107	7	84	79	223	1,500	0
VOLUMES	3	334	66	226	327	37	48	111	7	87	82	231	1,500	0
APPROACH %	1%	83%	16%	38%	55%	6%	29%	67%	4%	22%	20%	58%	0.979	0
APP/DEPART	387	591	568	405	160	387	386	118	0	0	0	0	0	0

0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AirtD LLC, tel: 714 253 7888 [cs@airtd.com](mailto:cs@airtd.com)

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Hemet  
Warren  
Simpson

PROJECT #:  
LOCATION #:  
CONTROL:

SC3963  
26  
STOP ALL

PCE Adjusted	NOTES:						AVT			
	Class	1	2	3	4	5	6	PN	MD	OTHER
	Fader	1	15	2	2	2	2	▲	W	▲
										S

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Warren	Warren	Warren	Warren	Warren	Warren	Simpson	Simpson	Simpson	Simpson	Simpson		
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
1	X	1	X	X	X	X	1	0	1	1	X		

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0

	AM						PM						
	6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	10:45 AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	APPROACH %	APP/DEPART
VOLUMES	6	9	12	8	43	31	15	11	10	13	102	16%	654
APPROACH %	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	16%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	654
APP/DEPART	371	7	11	3	6	7	17	4	6	10	102	0%	654
BEGIN PEAK HR	7:15 AM												
VOLUMES	73	0	0	0	0	0	0	0	0	0	0	0%	654
APPROACH %	20%	0%	0%	0%									



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AirtD LLC, tel: 714 253 7888 [cs@airtd.com](mailto:cs@airtd.com)

DATE:  
4/19/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

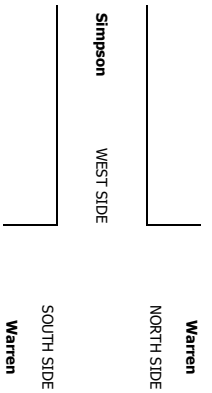
Hemet  
Warren  
Simpson

PROJECT #:  
26  
LOCATION #:  
CONTROL:  
STOP ALL

PCE Adjusted	NOTES:						AVT		
	Class	1	2	3	4	5	6	PM	AM
	Fader	1	15	2	2	2	2	W	N
								W	E
								S	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Warren	Warren	Warren	Warren	Warren	Warren	Simpson	Simpson	Simpson	Simpson	Simpson		
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
1	X	1	X	X	X	X	1	0	1	1	X		

	AM						PM						U-TURNS							
	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	APP/DEPART	NB	SB	EB	WB	TTL
12:00 PM	4	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	14	0	57	0	0	0	0	0	33	12	59	57	30	0	0	0	0	0	0	0
12:30 PM	9	0	64	0	0	0	0	0	41	5	57	24	0	0	0	0	0	0	0	0
12:45 PM	10	0	55	0	0	0	0	0	34	3	59	32	0	0	0	0	0	0	0	0
1:00 PM	9	0	54	0	0	0	0	0	37	9	54	19	0	0	0	0	0	0	0	0
1:15 PM	12	0	57	0	0	0	0	0	29	0	62	22	0	0	0	0	0	0	0	0
1:30 PM	11	0	69	0	0	0	0	0	38	13	57	26	0	0	0	0	0	0	0	0
1:45 PM	12	0	54	0	0	0	0	0	43	7	54	29	0	0	0	0	0	0	0	0
2:00 PM	8	0	75	0	0	0	0	0	28	7	54	28	0	0	0	0	0	0	0	0
2:15 PM	7	0	92	0	0	0	0	0	32	7	77	17	0	0	0	0	0	0	0	0
2:30 PM	6	0	66	0	0	0	0	0	39	6	64	23	0	0	0	0	0	0	0	0
2:45 PM	12	0	51	0	0	0	0	0	44	6	55	25	0	0	0	0	0	0	0	0
VOLUMES	112	0	747	0	0	0	0	0	426	87	706	309	0	0	2,386					
APPROACH %	13%	0%	87%	0%	0%	0%	0%	0%	83%	17%	70%	30%	0%	0%	0.908					
APP/DEPART	859	/	0	0	/	793	513	/	1,173	1,014	421	0	0	0						
BEGIN PEAK HR	38	0	290	0	0	0	0	0	140	33	241	100	0	841						
VOLUMES	38	0	290	0	0	0	0	0	140	33	241	100	0	841						
APPROACH %	11%	0%	89%	0%	0%	0%	0%	0%	81%	19%	71%	29%	0%	0%	0.908					
PEAK HR FACTOR	0.827	/	0.827	0.000	0.000	0.000	0.000	0.000	0.863	/	0.910	0.910	0	0						
APP/DEPART	328	/	0	0	274	173	430	341	/	137	0	0	0	0						
03:00 PM	8	0	81	0	0	0	0	0	38	11	64	39	0	240						
3:15 PM	9	0	78	0	0	0	0	0	66	8	64	36	0	261						
3:30 PM	14	0	71	0	0	0	0	0	59	14	76	42	0	275						
3:45 PM	17	0	89	0	0	0	0	0	64	14	65	42	0	290						
4:00 PM	17	0	71	0	0	0	0	0	60	19	67	43	0	275						
4:15 PM	13	0	77	0	0	0	0	0	72	20	94	48	0	322						
4:30 PM	9	0	82	0	0	0	0	0	64	9	74	34	0	271						
4:45 PM	8	0	89	0	0	0	0	0	52	13	66	34	0	261						
5:00 PM	4	0	79	0	0	0	0	0	69	10	74	43	0	278						
5:15 PM	9	0	78	0	0	0	0	0	59	13	83	39	0	280						
5:30 PM	8	0	76	0	0	0	0	0	62	13	62	31	0	251						
5:45 PM	5	0	76	0	0	0	0	0	51	10	52	26	0	220						
VOLUMES	119	0	944	0	0	0	0	0	713	153	839	454	0	3,220						
APPROACH %	11%	0%	89%	0%	0%	0%	0%	0%	82%	18%	65%	35%	0%	0						
APP/DEPART	1,063	/	0	0	991	865	1,656	1,293	/	573	0	0	0	0						
BEGIN PEAK HR	60	0	307	0	0	0	0	0	254	66	302	173	0	1,160						
VOLUMES	60	0	307	0	0	0	0	0	254	66	302	173	0	1,160						
APPROACH %	16%	0%	84%	0%	0%	0%	0%	0%	79%	21%	64%	36%	0%	0.902						
PEAK HR FACTOR	0.867	/	0.867	0.000	0.000	0.000	0.000	0.000	0.873	0.841	0.841	0.841	0	0						
APP/DEPART	366	/	0	0	368	320	560	475	/	233	0	0	0	0						



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AlmtD LLC, Tel: 714 253 7888 cs@almtD.com

DATE: 4/19/23  
 WEDNESDAY

LOCATION: NORTH & SOUTH  
 EAST & WEST:

Warren  
 Hemet  
 Simpson

PROJECT #: SC3963  
 LOCATION #: 26  
 CONTROL: STOP ALL

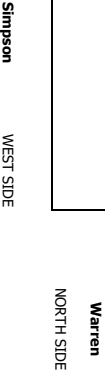
PCE Adjusted	NOTES:	Lanes								PM PH	MD	OTHER	N ▲	E ▶
		1	2	3	4	5	6	7	8					
		Class	1	2	3	4	5	6	7	8				
		Ratio	1	1.5	2	3	2	2				W		
													S	

LANES:	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	Warren	Warren	Simpson	Simpson	Warren	Warren	Simpson	Simpson	Warren	Warren	Simpson	Simpson	Warren	Warren	Simpson	Simpson	
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR						
1	X	1	X	X	X	X	1	0	1	1	X						

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0

TIME	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	Warren	Warren	Simpson	Simpson	Warren	Warren	Simpson	Simpson	Warren	Warren	Simpson	Simpson	Warren	Warren	Simpson	Simpson	
6:00 PM	12	0	73	0	0	0	0	52	9	67	20	0	231				
6:15 PM	9	0	64	0	0	0	44	6	57	20	0	199					
6:30 PM	11	0	65	0	0	0	36	12	40	22	0	186					
6:45 PM	8	0	78	0	0	0	29	3	43	22	0	183					
7:00 PM	6	0	60	0	0	0	35	3	29	15	0	147					
7:15 PM	7	0	54	0	0	0	30	3	28	20	0	142					
7:30 PM	1	0	67	0	0	0	34	6	33	11	0	152					
7:45 PM	2	0	43	0	0	0	21	4	16	23	0	108					
8:00 PM	5	0	52	0	0	0	19	2	26	8	0	112					
8:15 PM	1	0	42	0	0	0	26	7	18	10	0	103					
8:30 PM	7	0	47	0	0	0	18	2	20	12	0	105					
8:45 PM	8	0	47	0	0	0	22	3	19	9	0	108					
VOLUMES	77	0	688	0	0	0	363	60	395	192	0	1,773					
APPROACH %	10%	0%	90%	0%	0%	0%	86%	14%	67%	33%	0%						
APPROACH	765	/	0	/	454	/	423	/	586	/	268	0					
BEGIN PEAK HR	6:00 PM		2:29				1:51										
VOLUMES	40	0	279	0	0	0	160	30	206	84	0	798					
APPROACH %	12%	0%	88%	0%	0%	0%	84%	16%	71%	29%	0%						
APPROACH	0.926	/	0.000	/	0.790	/	0.842	/	0.842	/	0.863	0.863					
APPROACH	319	/	0	/	236	/	190	/	439	/	290	123					
APPROACH	09:00 PM	1	41	0	0	0	8	2	19	12	0	83					
9:15 PM	5	0	33	0	0	0	13	1	17	10	0	79					
9:30 PM	6	0	26	0	0	0	10	1	13	7	0	63					
9:45 PM	2	0	31	0	0	0	9	6	14	11	0	72					
10:00 PM	2	0	19	0	0	0	13	3	7	7	0	51					
10:15 PM	0	0	17	0	0	0	6	3	14	10	0	52					
10:30 PM	0	0	17	0	0	0	12	2	9	2	0	42					
10:45 PM	0	0	10	0	0	0	2	3	5	4	0	24					
11:00 PM	0	0	19	0	0	0	4	2	5	8	0	36					
11:15 PM	0	0	10	0	0	0	6	0	3	1	0	20					
11:30 PM	0	0	13	0	0	0	5	0	4	2	0	24					
11:45 PM	0	0	14	0	0	0	6	2	1	1	0	24					
VOLUMES	16	0	252	0	0	0	93	23	111	74	0	569					
APPROACH %	6%	0%	94%	0%	0%	0%	80%	20%	60%	40%	0%						
APPROACH	268	/	0	/	134	/	116	/	345	/	90	0					
BEGIN PEAK HR	9:00 PM		1:31				40	10	63	40	0	297					
VOLUMES	14	0	131	0	0	0	40	10	63	40	0	297					
APPROACH %	10%	0%	90%	0%	0%	0%	80%	20%	61%	39%	0%						
APPROACH	0.860	/	0.000	/	0.853	/	0.827	/	0.827	/	0.893	0.893					
APPROACH	145	/	0	/	73	/	50	/	170	/	103	54					

U-TURNS					
NB	SB	EB	WB	TTL	
0	0	0	0	0	0



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*APPENDIX C – LEVEL OF SERVICE CALCULATIONS*

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## Simpson Road

Vistro File: C:\...\Simpson\_Abby-LAPTOP-A71N00DA.vistro

Scenario 1 Existing AM

Report File: C:\...\EX AM.pdf

11/1/2023

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	EB Left	0.793	32.6	C
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	SB Left	0.537	25.9	C
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	0.981	82.8	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.728	18.3	C
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	EB Left	0.899	50.5	D
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	NB Left	0.614	33.9	C
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.156	63.3	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	WB Left	0.309	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: SR-79/SR-74**

Control Type:	Signalized	Delay (sec / veh):	32.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

**Intersection Setup**

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79									SR-74		
Base Volume Input [veh/h]	113	15	340	21	17	6	13	857	136	503	909	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	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]	113	15	340	21	17	6	13	857	136	503	909	35
Peak Hour Factor	0.9490	0.9490	0.9490	0.8060	0.8060	0.8060	0.8210	0.8210	0.8210	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	4	90	7	5	2	4	261	41	136	246	9
Total Analysis Volume [veh/h]	119	16	358	26	21	7	16	1044	166	544	983	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	26	0	0	26	0	19	19	0	43	43	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	30	0	0	30	0	37	30	0	40	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	26	26	26	2	29	29	33	60	60
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.02	0.29	0.29	0.33	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.07	0.21	0.01	0.02	0.01	0.27	0.09	0.31	0.27	0.28
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	475	470	157	470	34	1102	507	576	1139	1079
d1, Uniform Delay [s]	29.29	34.45	27.71	27.73	48.55	34.76	27.85	32.68	10.97	11.17
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.26	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.26	13.05	2.26	0.24	10.15	5.23	0.37	16.60	0.28	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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	0.25	0.80	0.17	0.06	0.48	0.95	0.33	0.95	0.45	0.47
d, Delay for Lane Group [s/veh]	30.55	47.50	29.96	27.97	58.69	39.99	28.22	49.27	11.25	11.49
Lane Group LOS	C	D	C	C	E	D	C	D	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.42	10.03	0.56	0.53	0.49	12.92	3.14	15.09	5.86	5.92
50th-Percentile Queue Length [ft/ln]	60.48	250.82	14.10	13.34	12.20	322.95	78.51	377.30	146.41	147.93
95th-Percentile Queue Length [veh/ln]	4.35	15.23	1.02	0.96	0.88	18.81	5.65	21.46	9.82	9.91
95th-Percentile Queue Length [ft/ln]	108.86	380.68	25.39	24.00	21.97	470.32	141.32	536.58	245.62	247.67

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	30.55	47.50	47.50	29.96	27.97	27.97	58.69	39.99	28.22	49.27	11.36	11.49
Movement LOS	C	D	D	C	C	C	E	D	C	D	B	B
d_A, Approach Delay [s/veh]	43.41			28.93			38.64			24.54		
Approach LOS	D			C			D			C		
d_I, Intersection Delay [s/veh]	32.58											
Intersection LOS	C											
Intersection V/C	0.793											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersectio	2.436	2.168	3.008	2.927
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	520	520	580
d_b, Bicycle Delay [s]	27.38	27.38	27.38	25.21
I_b,int, Bicycle LOS Score for Intersection	2.373	1.649	2.571	2.851
Bicycle LOS	B	A	B	C

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 2: SR-79/Simpson Rd**

Control Type:	Signalized	Delay (sec / veh):	25.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.537

**Intersection Setup**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	51	341	54	9	674	194	135	172	87	137	207	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	341	54	9	674	194	135	172	87	137	207	29
Peak Hour Factor	0.9300	0.9300	0.9300	0.8720	0.8720	0.8720	0.7430	0.7430	0.7430	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	92	15	3	193	56	45	58	29	41	62	9
Total Analysis Volume [veh/h]	55	367	58	10	773	222	182	231	117	163	246	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	8	22	0	5	19	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	26	0	9	26	0	15	26	0	19	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	40	40	1	38	38	10	13	13	9	13	13
g / C, Green / Cycle	0.04	0.51	0.51	0.01	0.47	0.47	0.12	0.17	0.17	0.11	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.03	0.11	0.12	0.01	0.27	0.27	0.10	0.12	0.07	0.09	0.13	0.02
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	79	958	908	23	898	851	219	319	293	201	299	276
d1, Uniform Delay [s]	37.67	11.09	11.12	39.17	15.29	15.15	34.19	31.55	29.70	34.56	32.61	28.97
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.22	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.64	0.55	0.59	12.18	2.68	2.68	14.91	3.14	0.88	7.63	5.59	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.70	0.23	0.23	0.43	0.58	0.56	0.83	0.73	0.40	0.81	0.82	0.13
d, Delay for Lane Group [s/veh]	48.31	11.64	11.71	51.35	17.97	17.83	49.10	34.69	30.57	42.19	38.20	29.17
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.27	2.12	2.06	0.27	6.93	6.37	4.09	4.15	1.92	3.28	4.69	0.55
50th-Percentile Queue Length [ft/ln]	31.86	53.12	51.58	6.75	173.26	159.18	102.13	103.70	47.91	82.00	117.17	13.73
95th-Percentile Queue Length [veh/ln]	2.29	3.82	3.71	0.49	11.25	10.51	7.35	7.47	3.45	5.90	8.24	0.99
95th-Percentile Queue Length [ft/ln]	57.35	95.62	92.85	12.15	281.19	262.64	183.83	186.65	86.25	147.60	205.94	24.72

**Movement, Approach, & Intersection Results**

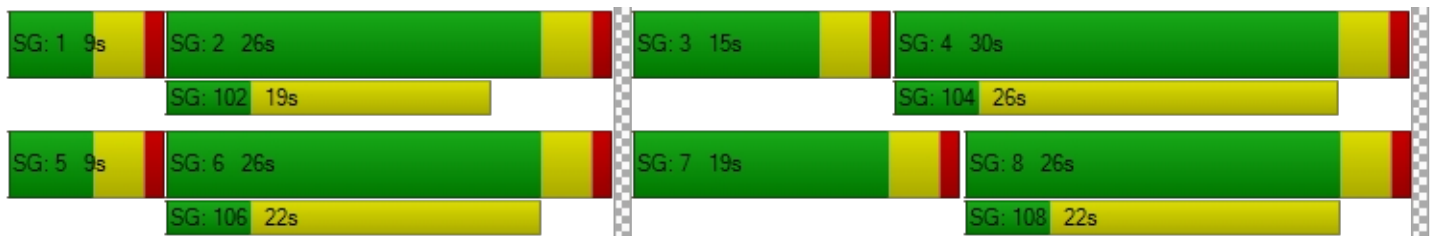
d_M, Delay for Movement [s/veh]	48.31	11.67	11.71	51.35	17.93	17.83	49.10	34.69	30.57	42.19	38.20	29.17
Movement LOS	D	B	B	D	B	B	D	C	C	D	D	C
d_A, Approach Delay [s/veh]	15.87			18.24			38.73			38.95		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	25.93											
Intersection LOS	C											
Intersection V/C	0.537											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /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 Intersectio	2.594	2.605	2.555	2.537
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	650
d_b, Bicycle Delay [s]	21.03	21.03	21.03	18.23
I_b,int, Bicycle LOS Score for Intersection	1.956	2.389	2.434	2.292
Bicycle LOS	A	B	B	B

**Sequence**

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





**Intersection Level Of Service Report  
Intersection 3: SR-79/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	82.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.981

**Intersection Setup**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	72	273	677	46	666	255	183	852	160	806	935	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	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]	72	273	677	46	666	255	183	852	160	806	935	32
Peak Hour Factor	0.9310	0.9310	0.9310	0.9110	0.9110	0.9110	0.9380	0.9380	0.9380	0.8590	0.8590	0.8590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	73	182	13	183	70	49	227	43	235	272	9
Total Analysis Volume [veh/h]	77	293	727	50	731	280	195	908	171	938	1088	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	13	84	0	7	78	0	96	49	0	84	37	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	51	0	9	46	0	18	30	0	30	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	48	48	4	45	45	9	26	26	26	42	42
g / C, Green / Cycle	0.06	0.40	0.40	0.04	0.38	0.38	0.08	0.22	0.22	0.22	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.04	0.08	0.42	0.03	0.19	0.16	0.06	0.24	0.10	0.30	0.19	0.02
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	98	1513	697	64	1440	663	249	819	377	683	2012	618
d1, Uniform Delay [s]	55.96	23.56	36.12	57.34	28.67	27.56	54.25	47.08	40.94	47.00	31.04	25.66
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
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]	13.13	0.29	46.02	18.40	1.28	1.97	5.35	53.58	0.85	170.48	0.23	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.79	0.19	1.04	0.78	0.51	0.42	0.78	1.11	0.45	1.37	0.54	0.06
d, Delay for Lane Group [s/veh]	69.09	23.84	82.14	75.73	29.95	29.53	59.60	100.65	41.79	217.48	31.26	25.70
Lane Group LOS	E	C	F	E	C	C	E	F	D	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.53	2.54	26.97	1.75	7.61	5.78	2.91	17.39	4.19	25.59	7.69	0.65
50th-Percentile Queue Length [ft/ln]	63.26	63.44	674.17	43.73	190.24	144.47	72.76	434.71	104.84	639.68	192.30	16.30
95th-Percentile Queue Length [veh/ln]	4.55	4.57	36.61	3.15	12.13	9.72	5.24	25.62	7.55	39.38	12.24	1.17
95th-Percentile Queue Length [ft/ln]	113.87	114.19	915.17	78.72	303.35	243.03	130.97	640.44	188.71	984.55	306.01	29.34

**Movement, Approach, & Intersection Results**

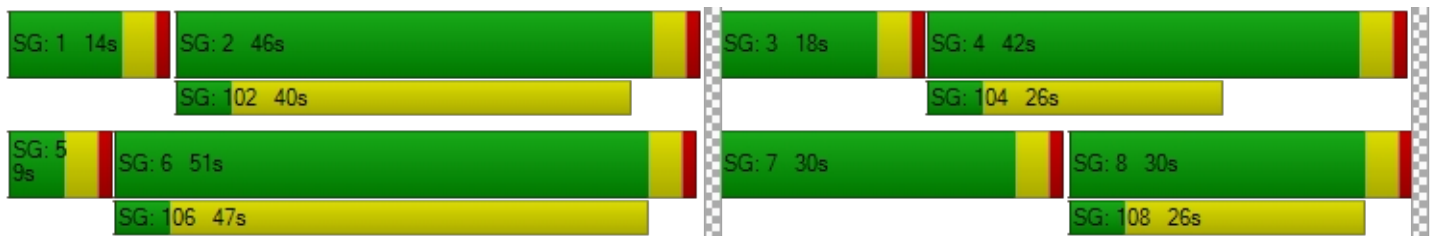
d_M, Delay for Movement [s/veh]	69.09	23.84	82.14	75.73	29.95	29.53	59.60	100.65	41.79	217.48	31.26	25.70
Movement LOS	E	C	F	E	C	C	E	F	D	F	C	C
d_A, Approach Delay [s/veh]	65.65			32.00			86.47			115.83		
Approach LOS	E			C			F			F		
d_I, Intersection Delay [s/veh]	82.82											
Intersection LOS	F											
Intersection V/C	0.981											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersectio	3.502	3.027	3.459	3.744
Crosswalk LOS	D	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	700	433	633
d_b, Bicycle Delay [s]	22.21	25.35	36.82	28.02
I_b,int, Bicycle LOS Score for Intersection	2.465	2.435	2.611	2.694
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 4: Warren Rd/Simpson Rd**

Control Type:	All-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

**Intersection Setup**

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

**Volumes**

Name	Warren Rd					
Base Volume Input [veh/h]	73	298	160	76	320	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	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]	73	298	160	76	320	184
Peak Hour Factor	0.8620	0.8620	0.8290	0.8290	0.8360	0.8360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	86	48	23	96	55
Total Analysis Volume [veh/h]	85	346	193	92	383	220
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	486	582	571	526	569
Degree of Utilization, x	0.17	0.59	0.50	0.73	0.39

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	0.63	3.89	2.77	6.01	1.82
95th-Percentile Queue Length [ft]	15.69	97.22	69.30	150.28	45.48
Approach Delay [s/veh]	16.39		15.41	21.08	
Approach LOS	C		C	C	
Intersection Delay [s/veh]	18.32				
Intersection LOS	C				



**Intersection Level Of Service Report**  
**Intersection 5: Warren Rd/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	50.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.899

**Intersection Setup**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			⇐   ⇐			⇐   ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	5	2	0	76	2	294	282	1287	0	0	1524	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	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]	5	2	0	76	2	294	282	1287	0	0	1524	107
Peak Hour Factor	0.5830	0.5830	0.5830	0.8290	0.8290	0.8290	0.9460	0.9460	0.9460	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	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	23	1	89	75	340	0	0	448	31
Total Analysis Volume [veh/h]	9	3	0	92	2	355	298	1360	0	0	1793	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	44	0	0	44	0	27	39	0	37	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	22	75	75	0	53	53
g / C, Green / Cycle	0.27	0.27	0.18	0.63	0.63	0.00	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.01	0.26	0.17	0.36	0.00	0.00	0.47	0.07
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	531	515	322	2380	1096	0	1682	775
d1, Uniform Delay [s]	31.87	42.58	48.16	13.04	0.00	0.00	33.43	20.07
k, delay calibration	0.11	0.29	0.36	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	11.54	27.52	1.00	0.00	0.00	41.90	0.45
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	0.02	0.87	0.93	0.57	0.00	0.00	1.07	0.16
d, Delay for Lane Group [s/veh]	31.89	54.11	75.69	14.04	0.00	0.00	75.33	20.53
Lane Group LOS	C	D	E	B	A	A	F	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.25	13.84	10.61	8.78	0.00	0.00	31.09	2.01
50th-Percentile Queue Length [ft/ln]	6.16	346.02	265.37	219.50	0.00	0.00	777.34	50.34
95th-Percentile Queue Length [veh/ln]	0.44	19.94	15.96	13.64	0.00	0.00	42.22	3.62
95th-Percentile Queue Length [ft/ln]	11.09	498.55	398.95	340.98	0.00	0.00	1055.50	90.62

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	31.89	31.89	31.89	54.11	54.11	54.11	75.69	14.04	0.00	0.00	75.33	20.53
Movement LOS	C	C	C	D	D	D	E	B	A	A	F	C
d_A, Approach Delay [s/veh]	31.89			54.11			25.12			71.73		
Approach LOS	C			D			C			E		
d_I, Intersection Delay [s/veh]	50.51											
Intersection LOS	D											
Intersection V/C	0.899											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
I_p,int, Pedestrian LOS Score for Intersectio	1.743	2.513	3.773	3.757
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667	583	750
d_b, Bicycle Delay [s]	26.66	26.66	30.09	23.43
I_b,int, Bicycle LOS Score for Intersection	1.579	2.300	2.927	3.143
Bicycle LOS	A	B	C	C

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 6: Warren Rd/SR-74**

Control Type:	Signalized	Delay (sec / veh):	33.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

**Intersection Setup**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	166	215	97	16	224	160	126	775	202	235	690	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	24	0	0	40	0	0	51	0	0	3
Total Hourly Volume [veh/h]	166	215	73	16	224	120	126	775	151	235	690	7
Peak Hour Factor	0.8940	0.8940	0.8940	0.8870	0.8870	0.8870	0.8610	0.8610	0.8610	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	60	20	5	63	34	37	225	44	61	180	2
Total Analysis Volume [veh/h]	186	240	82	18	253	135	146	900	175	245	719	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	12	28	0	12	28	0	18	32	0	22	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	39	0	10	32	0	24	36	0	20	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	22	22	2	11	11	11	49	49	16	55	55
g / C, Green / Cycle	0.12	0.20	0.20	0.02	0.10	0.10	0.10	0.47	0.47	0.15	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.11	0.06	0.05	0.01	0.07	0.08	0.08	0.29	0.29	0.14	0.19	0.20
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	215	779	359	35	389	179	178	892	845	267	990	938
d1, Uniform Delay [s]	45.21	35.43	34.82	50.94	45.34	45.86	46.25	20.82	20.82	43.84	14.91	15.10
k, delay calibration	0.30	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.20	0.50	0.50
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]	23.19	0.22	0.32	10.85	1.84	6.30	9.05	3.21	3.39	19.20	1.05	1.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.86	0.31	0.23	0.51	0.65	0.75	0.82	0.62	0.62	0.92	0.37	0.39
d, Delay for Lane Group [s/veh]	68.39	35.65	35.14	61.79	47.18	52.16	55.30	24.03	24.21	63.03	15.96	16.30
Lane Group LOS	E	D	D	E	D	D	E	C	C	E	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.11	2.63	1.78	0.55	3.11	3.56	4.02	9.87	9.39	7.39	4.86	4.93
50th-Percentile Queue Length [ft/ln]	152.76	65.64	44.48	13.84	77.63	88.94	100.46	246.65	234.82	184.69	121.51	123.15
95th-Percentile Queue Length [veh/ln]	10.16	4.73	3.20	1.00	5.59	6.40	7.23	15.02	14.42	11.85	8.48	8.57
95th-Percentile Queue Length [ft/ln]	254.11	118.15	80.06	24.91	139.74	160.10	180.82	375.44	360.47	296.13	211.91	214.15

**Movement, Approach, & Intersection Results**

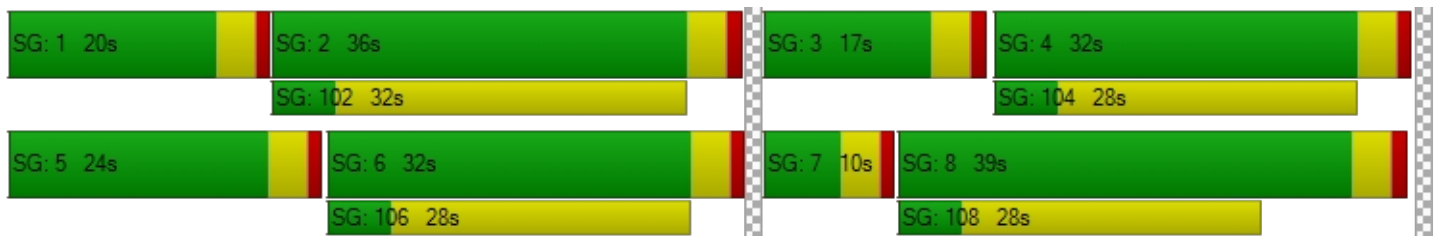
d_M, Delay for Movement [s/veh]	68.39	35.65	35.14	61.79	47.18	52.16	55.30	24.10	24.21	63.03	16.13	16.30
Movement LOS	E	D	D	E	D	D	E	C	C	E	B	B
d_A, Approach Delay [s/veh]	47.56			49.48			27.85			27.97		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	33.94											
Intersection LOS	C											
Intersection V/C	0.614											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.90	43.90	43.90	43.90
I_p,int, Pedestrian LOS Score for Intersectio	2.700	2.770	3.171	2.962
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	533	609	533
d_b, Bicycle Delay [s]	23.34	28.24	25.39	28.24
I_b,int, Bicycle LOS Score for Intersection	1.999	1.928	2.609	2.363
Bicycle LOS	A	A	B	B

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 7: Warren Rd/Stetson Ave**

Control Type: All-way stop  
 Analysis Method: HCM 7th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 63.3  
 Level Of Service: F  
 Volume to Capacity (v/c): 1.156

**Intersection Setup**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	322	89	182	261	31	40	61	2	65	70	227
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	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]	3	322	89	182	261	31	40	61	2	65	70	227
Peak Hour Factor	0.8980	0.8980	0.8980	0.8160	0.8160	0.8160	0.7650	0.7650	0.7650	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	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	90	25	56	80	9	13	20	1	18	19	62
Total Analysis Volume [veh/h]	3	359	99	223	320	38	52	80	3	70	76	246
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	512	581	412	418	475
Degree of Utilization, x	0.90	1.16	0.33	0.17	0.68

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	10.35	20.46	1.41	0.59	5.00
95th-Percentile Queue Length [ft]	258.77	511.46	35.21	14.87	124.91
Approach Delay [s/veh]	45.58	115.74	15.97	22.64	
Approach LOS	E	F	C	C	
Intersection Delay [s/veh]	63.28				
Intersection LOS	F				

**Intersection Level Of Service Report  
Intersection 8: Warren Rd/Mustang Way**

Control Type:	Signalized	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.309

**Intersection Setup**

Name	Warren Rd		Warren Rd		Mustang Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	295	144	38	275	203	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	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]	295	144	38	275	203	69
Peak Hour Factor	0.8960	0.8960	0.8170	0.8170	0.8830	0.8830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	40	12	84	57	20
Total Analysis Volume [veh/h]	329	161	47	337	230	78
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	0
Maximum Green [s]	24	0	0	24	28	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	23	0	0	23	37	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	10	10
g / C, Green / Cycle	0.70	0.70	0.70	0.70	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.13	0.14	0.03	0.18	0.13	0.04
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1321	1252	1167	1321	300	300
d1, Uniform Delay [s]	3.20	3.22	2.86	3.39	23.72	21.56
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	0.35	0.06	0.47	4.11	0.46
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	0.19	0.20	0.04	0.26	0.77	0.26
d, Delay for Lane Group [s/veh]	3.51	3.57	2.93	3.85	27.82	22.02
Lane Group LOS	A	A	A	A	C	C
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.41	0.42	0.07	0.60	3.18	0.91
50th-Percentile Queue Length [ft/ln]	10.17	10.42	1.78	14.94	79.49	22.82
95th-Percentile Queue Length [veh/ln]	0.73	0.75	0.13	1.08	5.72	1.64
95th-Percentile Queue Length [ft/ln]	18.30	18.76	3.21	26.89	143.09	41.07

**Movement, Approach, & Intersection Results**

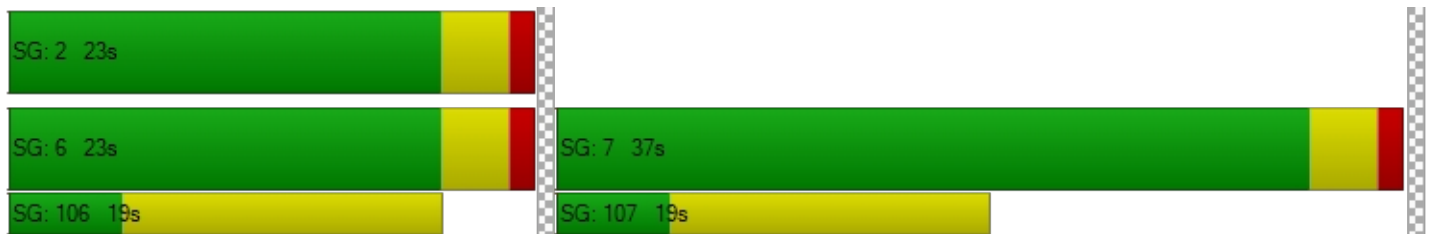
d_M, Delay for Movement [s/veh]	3.52	3.57	2.93	3.85	27.82	22.02
Movement LOS	A	A	A	A	C	C
d_A, Approach Delay [s/veh]	3.54		3.74		26.35	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	9.55					
Intersection LOS	A					
Intersection V/C	0.309					

**Other Modes**

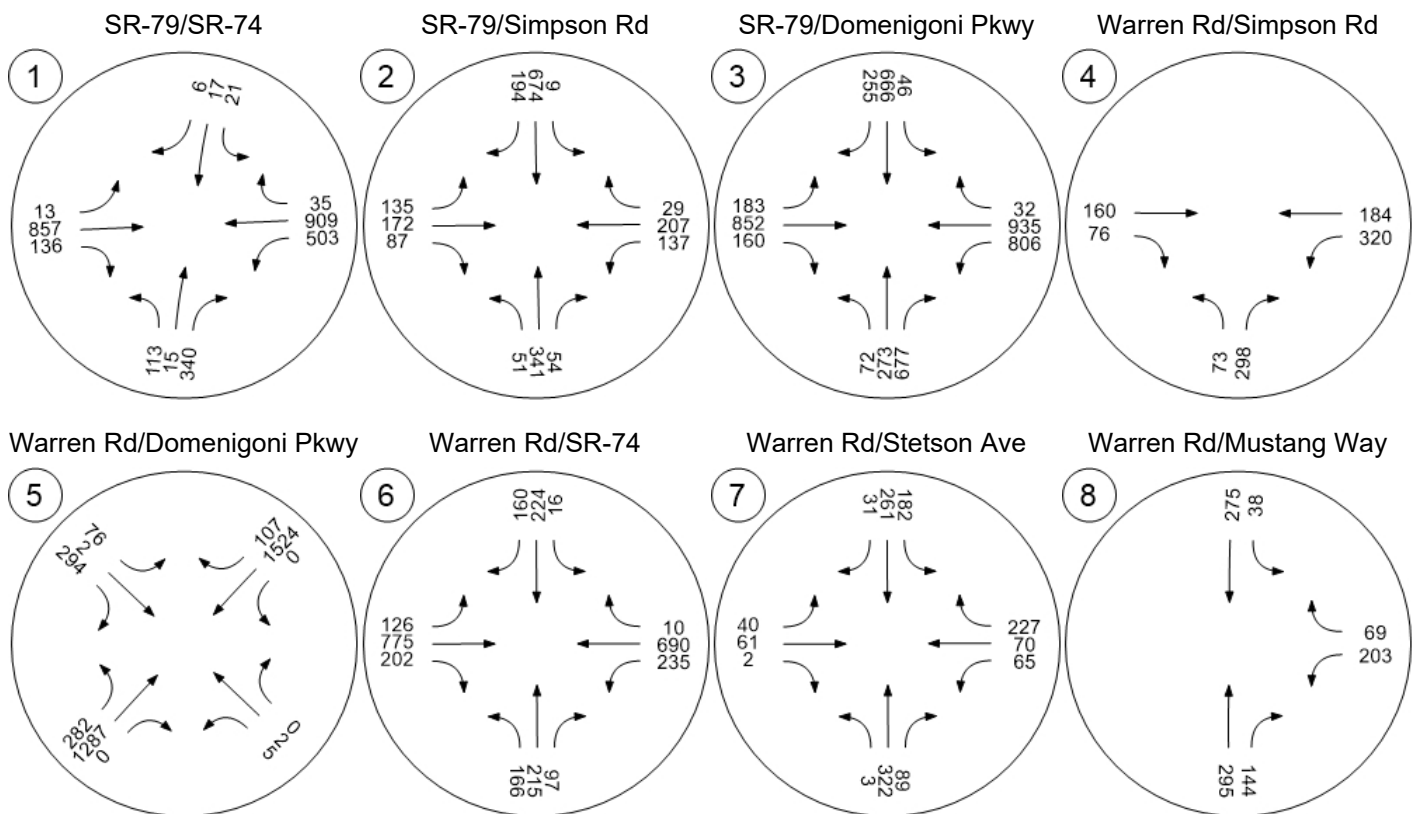
g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
I_p,int, Pedestrian LOS Score for Intersectio	2.551	2.465	2.325
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	633	1100
d_b, Bicycle Delay [s]	14.01	14.01	6.08
I_b,int, Bicycle LOS Score for Intersection	1.964	2.193	1.560
Bicycle LOS	A	B	A

**Sequence**

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



Traffic Volume - Future Total Volume



## Simpson Road

Vistro File: C:\...\Simpson\_Abby-LAPTOP-A71N00DA.vistro

Scenario 4 Existing PM

Report File: C:\...\EX PM.pdf

11/1/2023

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	EB Left	0.871	41.6	D
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	WB Left	0.394	19.9	B
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	NB Right	1.127	110.2	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.713	19.7	C
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	0.814	32.5	C
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	NB Left	0.629	35.3	D
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.267	80.2	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	WB Left	0.317	7.2	A

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

**Intersection Level Of Service Report**  
**Intersection 1: SR-79/SR-74**

Control Type:	Signalized	Delay (sec / veh):	41.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.871

**Intersection Setup**

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↑			↵↑			↵↑↑			↵↑		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79									SR-74		
Base Volume Input [veh/h]	139	16	536	23	16	6	24	1021	101	416	876	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	16	536	23	16	6	24	1021	101	416	876	33
Peak Hour Factor	0.9860	0.9860	0.9860	0.7860	0.7860	0.7860	0.9020	0.9020	0.9020	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	4	136	7	5	2	7	283	28	114	241	9
Total Analysis Volume [veh/h]	141	16	544	29	20	8	27	1132	112	458	964	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	26	0	0	26	0	107	66	0	126	85	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	40	0	0	40	0	47	37	0	33	23	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	36	36	36	36	3	33	33	29	59	59
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.03	0.30	0.30	0.26	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.08	0.31	0.02	0.02	0.02	0.30	0.06	0.26	0.26	0.28
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	588	589	75	589	47	1140	525	461	1020	966
d1, Uniform Delay [s]	27.07	36.13	25.31	25.28	52.89	38.38	28.79	40.39	16.05	16.32
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.96	26.71	14.47	0.15	10.46	10.87	0.20	17.83	0.37	0.43
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	0.24	0.95	0.39	0.05	0.57	0.99	0.21	0.99	0.49	0.52
d, Delay for Lane Group [s/veh]	28.04	62.84	39.78	25.44	63.35	49.25	28.99	58.23	16.42	16.74
Lane Group LOS	C	E	D	C	E	D	C	E	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.87	18.74	0.82	0.53	0.87	16.64	2.24	14.45	7.79	7.85
50th-Percentile Queue Length [ft/ln]	71.68	468.40	20.55	13.19	21.85	415.96	56.09	361.36	194.73	196.31
95th-Percentile Queue Length [veh/ln]	5.16	25.83	1.48	0.95	1.57	23.33	4.04	20.69	12.37	12.45
95th-Percentile Queue Length [ft/ln]	129.03	645.87	36.98	23.74	39.33	583.20	100.96	517.24	309.15	311.20



**Movement, Approach, & Intersection Results**

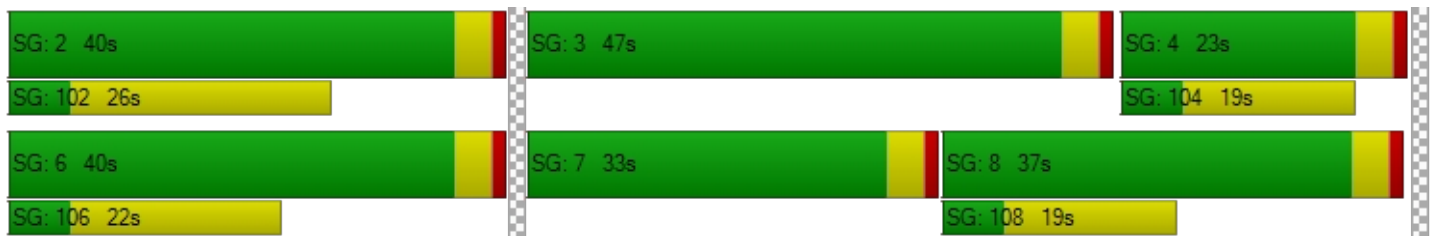
d_M, Delay for Movement [s/veh]	28.04	62.84	62.84	39.78	25.44	25.44	63.35	49.25	28.99	58.23	16.58	16.74
Movement LOS	C	E	E	D	C	C	E	D	C	E	B	B
d_A, Approach Delay [s/veh]	55.84			32.74			47.77			29.66		
Approach LOS	E			C			D			C		
d_I, Intersection Delay [s/veh]	41.58											
Intersection LOS	D											
Intersection V/C	0.871											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersectio	2.457	2.175	3.052	2.969
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	655	600	345
d_b, Bicycle Delay [s]	24.89	24.89	26.95	37.64
I_b,int, Bicycle LOS Score for Intersection	2.716	1.654	2.608	2.762
Bicycle LOS	B	A	B	C

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 2: SR-79/Simpson Rd**

Control Type:	Signalized	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

**Intersection Setup**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	113	646	142	32	495	116	80	164	68	65	125	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	646	142	32	495	116	80	164	68	65	125	29
Peak Hour Factor	0.9060	0.9060	0.9060	0.8780	0.8780	0.8780	0.9450	0.9450	0.9450	0.8740	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	178	39	9	141	33	21	43	18	19	36	8
Total Analysis Volume [veh/h]	125	713	157	36	564	132	85	174	72	74	143	33
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	13	27	0	5	19	0	6	22	0	10	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	26	0	9	23	0	10	26	0	14	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	42	42	3	38	38	5	10	10	4	10	10
g / C, Green / Cycle	0.09	0.56	0.56	0.04	0.50	0.50	0.06	0.14	0.14	0.05	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.07	0.24	0.23	0.02	0.19	0.19	0.05	0.09	0.04	0.04	0.08	0.02
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	158	1059	1004	62	955	905	109	264	243	96	250	230
d1, Uniform Delay [s]	33.43	9.62	9.59	35.64	11.44	11.42	34.68	30.62	29.01	35.00	30.60	28.84
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
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]	8.52	1.24	1.29	8.28	1.13	1.18	11.43	2.80	0.67	12.22	2.06	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	0.79	0.42	0.42	0.58	0.38	0.37	0.78	0.66	0.30	0.77	0.57	0.14
d, Delay for Lane Group [s/veh]	41.95	10.86	10.88	43.92	12.57	12.59	46.12	33.42	29.68	47.22	32.65	29.12
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.54	4.08	3.83	0.78	3.60	3.39	1.75	2.92	1.11	1.55	2.36	0.50
50th-Percentile Queue Length [ft/ln]	63.46	101.92	95.79	19.39	89.97	84.68	43.82	72.95	27.72	38.87	58.94	12.49
95th-Percentile Queue Length [veh/ln]	4.57	7.34	6.90	1.40	6.48	6.10	3.16	5.25	2.00	2.80	4.24	0.90
95th-Percentile Queue Length [ft/ln]	114.23	183.46	172.42	34.91	161.95	152.43	78.88	131.32	49.90	69.97	106.08	22.49

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	41.95	10.87	10.88	43.92	12.58	12.59	46.12	33.42	29.68	47.22	32.65	29.12
Movement LOS	D	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.77			14.12			35.87			36.50		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.95											
Intersection LOS	B											
Intersection V/C	0.394											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.05	29.05	29.05	29.05
I_p,int, Pedestrian LOS Score for Intersectio	2.625	2.597	2.420	2.493
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	587	507	587	693
d_b, Bicycle Delay [s]	18.74	20.92	18.74	16.02
I_b,int, Bicycle LOS Score for Intersection	2.380	2.164	2.106	1.972
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 3: SR-79/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	110.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.127

**Intersection Setup**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	96	677	1016	21	372	162	251	840	67	748	745	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	677	1016	21	372	162	251	840	67	748	745	24
Peak Hour Factor	0.9490	0.9490	0.9490	0.8520	0.8520	0.8520	0.8910	0.8910	0.8910	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	178	268	6	109	48	70	236	19	199	198	6
Total Analysis Volume [veh/h]	101	713	1071	25	437	190	282	943	75	795	792	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	87	122	0	5	40	0	71	48	0	49	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	51	0	9	44	0	25	30	0	25	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	49	49	3	44	44	13	26	26	21	34	34
g / C, Green / Cycle	0.07	0.43	0.43	0.02	0.38	0.38	0.11	0.23	0.23	0.18	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.06	0.19	0.61	0.01	0.12	0.11	0.09	0.25	0.04	0.25	0.14	0.01
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	126	1631	751	42	1449	667	345	856	394	575	1700	522
d1, Uniform Delay [s]	52.57	23.07	32.83	55.59	24.88	24.70	50.09	44.57	36.08	47.01	32.90	28.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
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]	11.16	0.85	199.39	12.80	0.54	1.07	4.76	50.47	0.23	174.31	0.20	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.80	0.44	1.43	0.60	0.30	0.28	0.82	1.10	0.19	1.38	0.47	0.05
d, Delay for Lane Group [s/veh]	63.73	23.92	232.22	68.39	25.42	25.77	54.85	95.03	36.31	221.33	33.10	28.79
Lane Group LOS	E	C	F	E	C	C	D	F	D	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.09	6.24	59.72	0.83	3.89	3.46	3.94	17.18	1.61	21.54	5.53	0.48
50th-Percentile Queue Length [ft/ln]	77.22	155.94	1493.07	20.66	97.15	86.50	98.53	429.59	40.33	538.52	138.19	11.97
95th-Percentile Queue Length [veh/ln]	5.56	10.33	89.89	1.49	6.99	6.23	7.09	25.30	2.90	33.59	9.38	0.86
95th-Percentile Queue Length [ft/ln]	138.99	258.34	2247.32	37.19	174.87	155.70	177.35	632.38	72.60	839.71	234.59	21.55

**Movement, Approach, & Intersection Results**

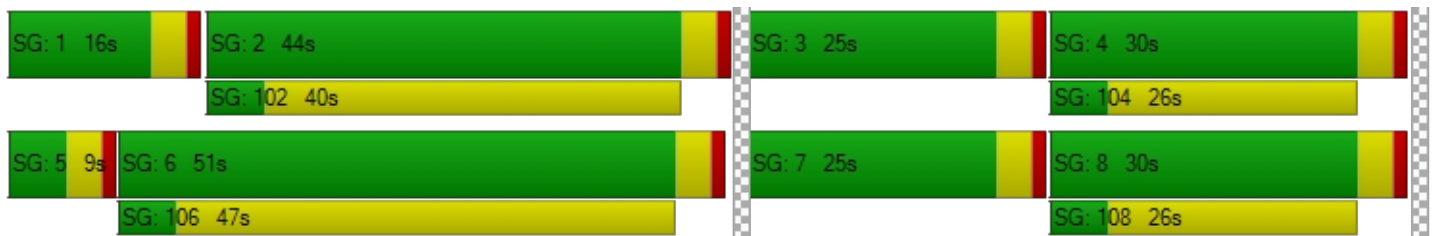
d_M, Delay for Movement [s/veh]	63.73	23.92	232.22	68.39	25.42	25.77	54.85	95.03	36.31	221.33	33.10	28.79
Movement LOS	E	C	F	E	C	C	D	F	D	F	C	C
d_A, Approach Delay [s/veh]	144.41			27.17			82.93			125.80		
Approach LOS	F			C			F			F		
d_I, Intersection Delay [s/veh]	110.21											
Intersection LOS	F											
Intersection V/C	1.127											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.86	48.86	48.86	48.86
I_p,int, Pedestrian LOS Score for Intersectio	3.590	3.055	3.368	3.720
Crosswalk LOS	D	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	696	452	452
d_b, Bicycle Delay [s]	20.11	24.46	34.45	34.45
I_b,int, Bicycle LOS Score for Intersection	3.115	2.098	2.632	2.447
Bicycle LOS	C	B	B	B

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 4: Warren Rd/Simpson Rd**

Control Type:	All-way stop	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

**Intersection Setup**

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

**Volumes**

Name	Warren Rd					
Base Volume Input [veh/h]	34	326	256	52	306	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	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]	34	326	256	52	306	159
Peak Hour Factor	0.9300	0.9300	0.8400	0.8400	0.8240	0.8240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	88	76	15	93	48
Total Analysis Volume [veh/h]	37	351	305	62	371	193
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	478	570	570	521	562
Degree of Utilization, x	0.08	0.62	0.64	0.71	0.34

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	0.25	4.18	4.60	5.70	1.52
95th-Percentile Queue Length [ft]	6.27	104.38	115.01	142.50	37.97
Approach Delay [s/veh]	17.88		20.06	20.65	
Approach LOS	C		C	C	
Intersection Delay [s/veh]	19.67				
Intersection LOS	C				

**Intersection Level Of Service Report**  
**Intersection 5: Warren Rd/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	32.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

**Intersection Setup**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			⇐   ⇐			⇐   ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	3	3	0	66	6	298	315	1595	9	5	1234	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	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]	3	3	0	66	6	298	315	1595	9	5	1234	53
Peak Hour Factor	0.4580	0.4580	0.4580	0.7490	0.7490	0.7490	0.9660	0.9660	0.9660	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	0	22	2	99	82	413	2	1	328	14
Total Analysis Volume [veh/h]	7	7	0	88	8	398	326	1651	9	5	1313	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	26	18	0	20	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	56	0	0	56	0	23	20	0	19	16	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	19	53	53	1	35	35
g / C, Green / Cycle	0.31	0.31	0.20	0.56	0.56	0.01	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.01	0.28	0.19	0.43	0.01	0.00	0.35	0.03
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	594	581	351	2123	978	14	1392	641
d1, Uniform Delay [s]	23.00	31.80	37.30	16.34	9.29	46.85	29.12	19.69
k, delay calibration	0.11	0.11	0.21	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	3.59	18.15	2.88	0.02	14.30	13.87	0.27
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	0.02	0.85	0.93	0.78	0.01	0.35	0.94	0.09
d, Delay for Lane Group [s/veh]	23.02	35.38	55.45	19.22	9.31	61.15	42.99	19.96
Lane Group LOS	C	D	E	B	A	E	D	B
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.20	10.40	8.43	11.28	0.07	0.17	14.95	0.76
50th-Percentile Queue Length [ft/ln]	5.10	259.98	210.72	281.95	1.73	4.13	373.86	18.89
95th-Percentile Queue Length [veh/ln]	0.37	15.69	13.19	16.79	0.12	0.30	21.30	1.36
95th-Percentile Queue Length [ft/ln]	9.18	392.20	329.75	419.63	3.12	7.43	532.41	34.00

**Movement, Approach, & Intersection Results**

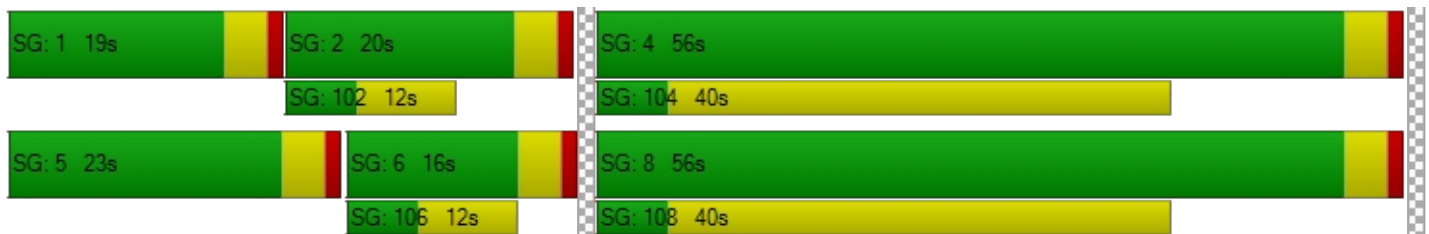
d_M, Delay for Movement [s/veh]	23.02	23.02	23.02	35.38	35.38	35.38	55.45	19.22	9.31	61.15	42.99	19.96
Movement LOS	C	C	C	D	D	D	E	B	A	E	D	B
d_A, Approach Delay [s/veh]	23.02			35.38			25.12			42.12		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	32.46											
Intersection LOS	C											
Intersection V/C	0.814											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	38.92	38.92	38.92	38.92
I_p,int, Pedestrian LOS Score for Intersectio	1.751	2.508	3.726	3.663
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1095	1095	337	253
d_b, Bicycle Delay [s]	9.72	9.72	32.84	36.25
I_b,int, Bicycle LOS Score for Intersection	1.583	2.375	3.198	2.693
Bicycle LOS	A	B	C	B

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 6: Warren Rd/SR-74**

Control Type:	Signalized	Delay (sec / veh):	35.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

**Intersection Setup**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	218	271	269	28	170	152	152	933	170	178	733	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	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	67	0	0	38	0	0	43	0	0	5
Total Hourly Volume [veh/h]	218	271	202	28	170	114	152	933	127	178	733	13
Peak Hour Factor	0.8770	0.8770	0.8770	0.8640	0.8640	0.8640	0.9720	0.9720	0.9720	0.8940	0.8940	0.8940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	77	58	8	49	33	39	240	33	50	205	4
Total Analysis Volume [veh/h]	249	309	230	32	197	132	156	960	131	199	820	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	18	40	0	6	28	0	13	32	0	16	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	42	0	10	32	0	21	36	0	17	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	23	23	3	10	10	11	50	50	13	51	51
g / C, Green / Cycle	0.15	0.22	0.22	0.03	0.10	0.10	0.11	0.47	0.47	0.12	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.14	0.08	0.13	0.02	0.05	0.08	0.09	0.29	0.30	0.11	0.22	0.23
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	267	847	390	51	378	174	187	896	849	217	929	880
d1, Uniform Delay [s]	43.98	34.52	36.51	50.43	44.91	46.05	45.99	20.73	20.86	45.47	17.61	17.86
k, delay calibration	0.30	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.24	0.50	0.50
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]	28.97	0.26	1.42	11.99	1.11	6.57	9.29	3.23	3.54	25.69	1.58	1.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	0.93	0.36	0.59	0.63	0.52	0.76	0.83	0.62	0.63	0.92	0.45	0.47
d, Delay for Lane Group [s/veh]	72.95	34.78	37.93	62.41	46.02	52.62	55.28	23.96	24.40	71.17	19.19	19.68
Lane Group LOS	E	C	D	E	D	D	E	C	C	E	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.49	3.36	5.40	0.96	2.37	3.50	4.30	9.93	9.66	6.44	6.37	6.46
50th-Percentile Queue Length [ft/ln]	212.20	84.00	134.90	24.05	59.27	87.40	107.39	248.19	241.62	160.88	159.37	161.44
95th-Percentile Queue Length [veh/ln]	13.27	6.05	9.21	1.73	4.27	6.29	7.69	15.09	14.76	10.60	10.52	10.63
95th-Percentile Queue Length [ft/ln]	331.65	151.21	230.14	43.29	106.68	157.31	192.37	377.37	369.08	264.89	262.89	265.63

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	72.95	34.78	37.93	62.41	46.02	52.62	55.28	24.14	24.40	71.17	19.43	19.68
Movement LOS	E	C	D	E	D	D	E	C	C	E	B	B
d_A, Approach Delay [s/veh]	47.76			49.88			28.06			29.39		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	35.29											
Intersection LOS	D											
Intersection V/C	0.629											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.90	43.90	43.90	43.90
I_p,int, Pedestrian LOS Score for Intersectio	2.789	2.779	3.208	3.073
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	724	533	609	533
d_b, Bicycle Delay [s]	21.38	28.24	25.39	28.24
I_b,int, Bicycle LOS Score for Intersection	2.265	1.889	2.624	2.417
Bicycle LOS	B	A	B	B

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 7: Warren Rd/Stetson Ave**

Control Type:	All-way stop	Delay (sec / veh):	80.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.267

**Intersection Setup**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			⊕			⊕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	322	63	218	314	36	47	107	7	84	79	223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	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]	3	322	63	218	314	36	47	107	7	84	79	223
Peak Hour Factor	0.8840	0.8840	0.8840	0.9490	0.9490	0.9490	0.9170	0.9170	0.9170	0.8840	0.8840	0.8840
Other Adjustment Factor	1.0000	1.0000	1.0000	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	91	18	57	83	9	13	29	2	24	22	63
Total Analysis Volume [veh/h]	3	364	71	230	331	38	51	117	8	95	89	252
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	480	599	404	408	461
Degree of Utilization, x	0.91	1.27	0.44	0.23	0.74

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	10.45	24.83	2.15	0.89	6.09
95th-Percentile Queue Length [ft]	261.26	620.71	53.83	22.30	152.23
Approach Delay [s/veh]	49.64	159.88	18.61	26.34	
Approach LOS	E	F	C	D	
Intersection Delay [s/veh]	80.21				
Intersection LOS	F				

**Intersection Level Of Service Report  
Intersection 8: Warren Rd/Mustang Way**

Control Type:	Signalized	Delay (sec / veh):	7.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.317

**Intersection Setup**

Name	Warren Rd		Warren Rd		Mustang Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	303	268	39	330	144	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	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]	303	268	39	330	144	55
Peak Hour Factor	0.9290	0.9290	0.7770	0.7770	0.8810	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	72	13	106	41	16
Total Analysis Volume [veh/h]	326	288	50	425	163	62
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	0
Maximum Green [s]	25	0	0	25	27	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	23	0	0	23	37	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	44	44	44	44	8	8
g / C, Green / Cycle	0.74	0.74	0.74	0.74	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.16	0.17	0.03	0.22	0.09	0.04
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1398	1325	1220	1398	229	229
d1, Uniform Delay [s]	2.50	2.52	2.15	2.70	25.00	23.50
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.36	0.41	0.06	0.56	4.08	0.63
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	0.22	0.23	0.04	0.30	0.71	0.27
d, Delay for Lane Group [s/veh]	2.86	2.93	2.22	3.26	29.08	24.13
Lane Group LOS	A	A	A	A	C	C
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.27	0.28	0.04	0.41	2.31	0.77
50th-Percentile Queue Length [ft/ln]	6.78	7.07	0.99	10.33	57.71	19.32
95th-Percentile Queue Length [veh/ln]	0.49	0.51	0.07	0.74	4.16	1.39
95th-Percentile Queue Length [ft/ln]	12.21	12.73	1.79	18.60	103.88	34.78

**Movement, Approach, & Intersection Results**

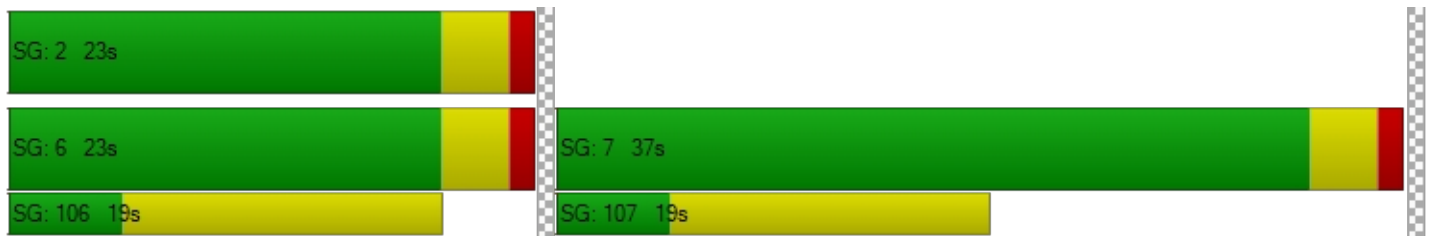
d_M, Delay for Movement [s/veh]	2.86	2.93	2.22	3.26	29.08	24.13
Movement LOS	A	A	A	A	C	C
d_A, Approach Delay [s/veh]	2.89		3.15		27.71	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.24					
Intersection LOS	A					
Intersection V/C	0.317					

**Other Modes**

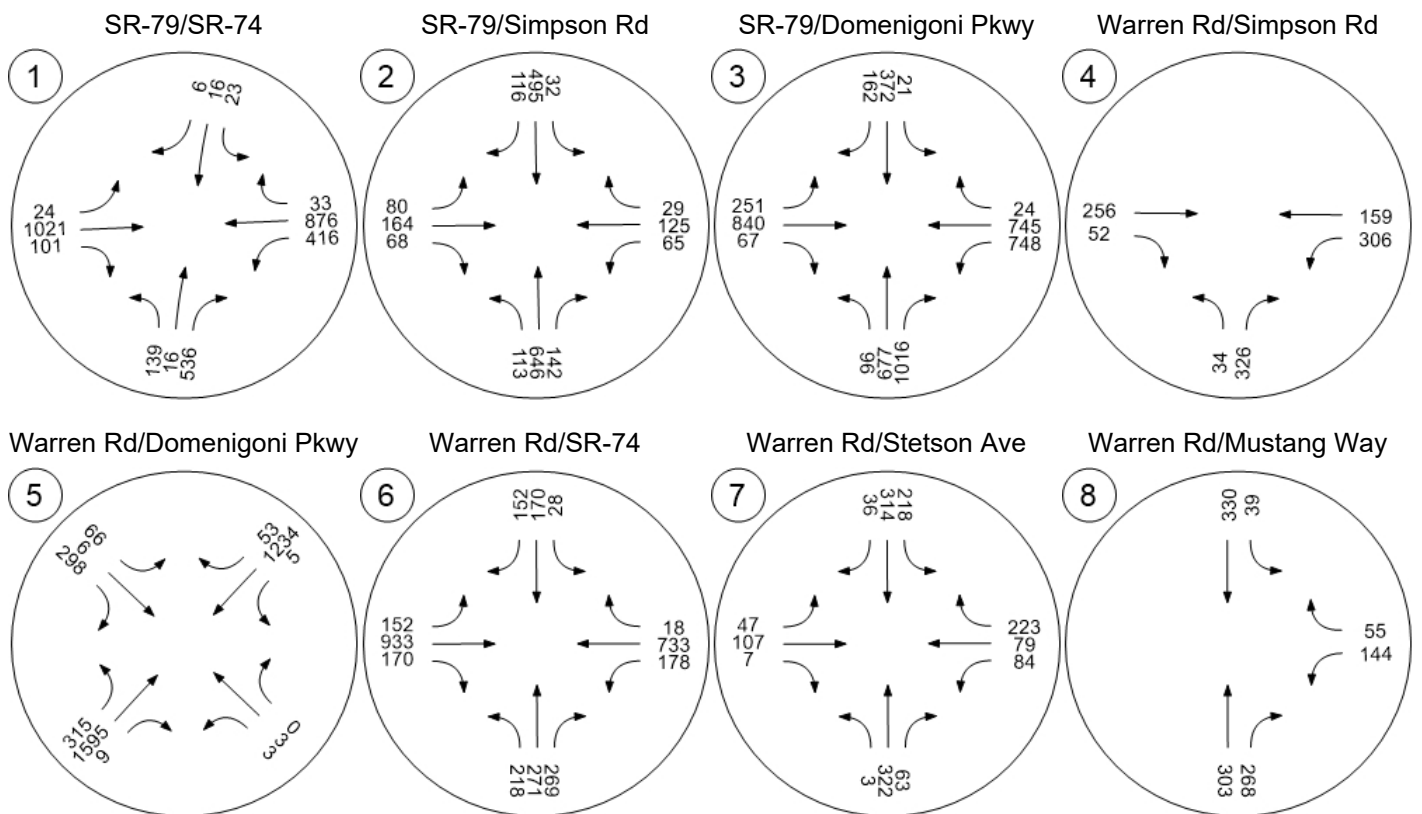
g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
I_p,int, Pedestrian LOS Score for Intersectio	2.637	2.497	2.343
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	633	1100
d_b, Bicycle Delay [s]	14.01	14.01	6.08
I_b,int, Bicycle LOS Score for Intersection	2.066	2.343	1.560
Bicycle LOS	B	B	A

**Sequence**

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



Traffic Volume - Future Total Volume



Simpson Road

Vistro File: C:\...\Simpson\_Abby-LAPTOP-A71N00DA.vistro

Scenario 5 Opening Year Plus Project AM

Report File: C:\...\IOY AM.pdf

11/1/2023

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	EB Left	0.830	36.3	D
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	EB Left	0.559	27.0	C
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	1.025	93.4	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.789	20.5	C
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Thru	0.950	67.2	E
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	WB Left	0.660	37.7	D
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.376	105.1	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	SB Left	0.362	11.6	B
9	Project Dwy-1/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.027	12.3	B
10	Project Dwy-2/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.001	9.0	A
11	Project Dwy-3/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.025	9.1	A
12	Project Dwy-4/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.015	12.7	B
13	Project Dwy-5/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.005	9.1	A
14	Project Dwy-6/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.010	16.7	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: SR-79/SR-74**

Control Type:	Signalized	Delay (sec / veh):	36.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

**Intersection Setup**

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79									SR-74		
Base Volume Input [veh/h]	118	16	354	22	18	6	14	891	141	523	945	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	0	0	0	0	16	16	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	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]	125	16	354	22	18	6	14	907	157	523	952	36
Peak Hour Factor	0.9490	0.9490	0.9490	0.8060	0.8060	0.8060	0.8210	0.8210	0.8210	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	4	93	7	6	2	4	276	48	141	257	10
Total Analysis Volume [veh/h]	132	17	373	27	22	7	17	1105	191	565	1029	39
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	26	0	0	26	0	5	19	0	8	22	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	30	0	0	30	0	42	34	0	46	38	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	2	34	34	37	69	69
g / C, Green / Cycle	0.24	0.24	0.24	0.24	0.02	0.31	0.31	0.34	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.08	0.22	0.02	0.02	0.01	0.29	0.11	0.32	0.28	0.30
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	437	436	93	436	34	1172	540	596	1195	1132
d1, Uniform Delay [s]	34.16	40.32	32.08	32.10	53.37	37.10	29.54	35.34	10.54	10.75
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.35	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.77	23.44	7.73	0.29	10.50	4.66	0.39	20.58	0.26	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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	0.30	0.89	0.29	0.07	0.49	0.94	0.35	0.95	0.45	0.47
d, Delay for Lane Group [s/veh]	35.93	63.76	39.81	32.39	63.88	41.76	29.93	55.92	10.81	11.05
Lane Group LOS	D	E	D	C	E	D	C	E	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.11	12.93	0.76	0.63	0.57	14.97	3.97	17.82	6.38	6.46
50th-Percentile Queue Length [ft/ln]	77.73	323.29	18.89	15.83	14.14	374.34	99.29	445.39	159.49	161.61
95th-Percentile Queue Length [veh/ln]	5.60	18.83	1.36	1.14	1.02	21.32	7.15	24.74	10.52	10.63
95th-Percentile Queue Length [ft/ln]	139.92	470.73	34.00	28.49	25.45	532.99	178.72	618.45	263.04	265.85

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	35.93	63.76	63.76	39.81	32.39	32.39	63.88	41.76	29.93	55.92	10.93	11.05
Movement LOS	D	E	E	D	C	C	E	D	C	E	B	B
d_A, Approach Delay [s/veh]	56.72			35.97			40.32			26.50		
Approach LOS	E			D			D			C		
d_I, Intersection Delay [s/veh]	36.28											
Intersection LOS	D											
Intersection V/C	0.830											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersectio	2.459	2.174	3.055	2.961
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	473	545	618
d_b, Bicycle Delay [s]	32.07	32.07	29.09	26.25
I_b,int, Bicycle LOS Score for Intersection	2.421	1.652	2.643	2.907
Bicycle LOS	B	A	B	C

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 2: SR-79/Simpson Rd**

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

**Intersection Setup**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	53	355	56	9	701	202	140	179	90	142	215	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	31	16	0	0	0	5	0	12	1	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]	53	355	87	25	701	202	140	184	90	154	216	37
Peak Hour Factor	0.9300	0.9300	0.9300	0.8720	0.8720	0.8720	0.7430	0.7430	0.7430	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	95	23	7	201	58	47	62	30	46	64	11
Total Analysis Volume [veh/h]	57	382	94	29	804	232	188	248	121	183	257	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	5	22	0	5	22	0	6	22	0	10	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	26	0	9	26	0	15	26	0	19	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	38	38	2	37	37	10	13	13	10	13	13
g / C, Green / Cycle	0.04	0.48	0.48	0.03	0.46	0.46	0.13	0.16	0.16	0.13	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.03	0.13	0.13	0.02	0.28	0.28	0.11	0.13	0.07	0.10	0.14	0.03
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	79	910	862	53	882	835	223	312	288	221	310	286
d1, Uniform Delay [s]	37.66	12.45	12.44	38.22	16.01	15.86	34.09	32.10	29.98	34.06	32.35	28.70
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.23	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.71	0.73	0.76	8.65	3.14	3.12	16.49	4.59	0.98	7.69	5.64	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.72	0.27	0.27	0.55	0.61	0.60	0.84	0.79	0.42	0.83	0.83	0.15
d, Delay for Lane Group [s/veh]	49.38	13.17	13.21	46.87	19.16	18.99	50.58	36.69	30.96	41.76	38.00	28.95
Lane Group LOS	D	B	B	D	B	B	D	D	C	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.34	2.62	2.49	0.68	7.54	6.93	4.30	4.61	2.00	3.66	4.89	0.69
50th-Percentile Queue Length [ft/ln]	33.42	65.51	62.20	16.92	188.53	173.17	107.56	115.28	49.96	91.56	122.13	17.19
95th-Percentile Queue Length [veh/ln]	2.41	4.72	4.48	1.22	12.04	11.24	7.70	8.13	3.60	6.59	8.51	1.24
95th-Percentile Queue Length [ft/ln]	60.15	117.91	111.96	30.46	301.12	281.08	192.60	203.32	89.93	164.81	212.75	30.95

**Movement, Approach, & Intersection Results**

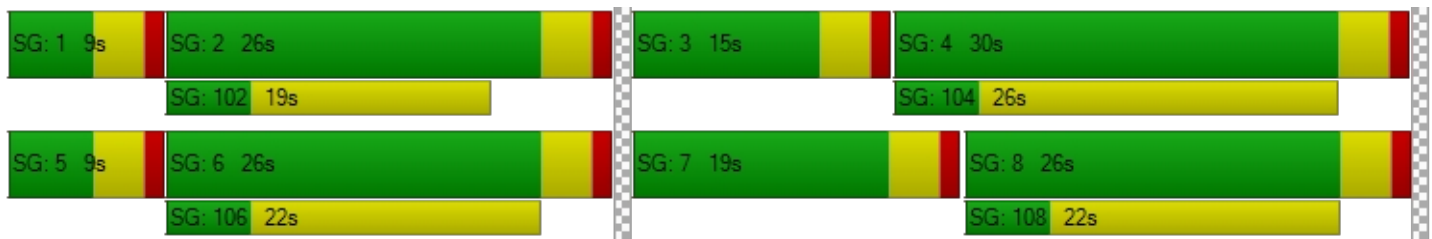
d_M, Delay for Movement [s/veh]	49.38	13.19	13.21	46.87	19.10	18.99	50.58	36.69	30.96	41.76	38.00	28.95
Movement LOS	D	B	B	D	B	B	D	D	C	D	D	C
d_A, Approach Delay [s/veh]	17.06			19.83			40.13			38.60		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	27.00											
Intersection LOS	C											
Intersection V/C	0.559											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.49	31.49	31.49	31.49
I_p,int, Pedestrian LOS Score for Intersectio	2.615	2.623	2.575	2.573
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	650
d_b, Bicycle Delay [s]	21.01	21.01	21.01	18.21
I_b,int, Bicycle LOS Score for Intersection	1.999	2.438	2.479	2.358
Bicycle LOS	A	B	B	B

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 3: SR-79/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	93.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.025

**Intersection Setup**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	74	283	704	48	692	265	190	886	166	838	972	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	31	0	0	12	0	0	16	0	0	6	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]	74	314	704	48	704	265	190	902	166	838	978	33
Peak Hour Factor	0.9310	0.9310	0.9310	0.9110	0.9110	0.9110	0.9380	0.9380	0.9380	0.8590	0.8590	0.8590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	84	189	13	193	73	51	240	44	244	285	10
Total Analysis Volume [veh/h]	79	337	756	53	773	291	203	962	177	976	1139	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	9	47	0	5	43	0	6	26	0	6	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	51	0	9	47	0	15	30	0	30	45	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	47	47	5	45	45	10	26	26	26	42	42
g / C, Green / Cycle	0.06	0.39	0.39	0.04	0.38	0.38	0.08	0.22	0.22	0.22	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.43	0.03	0.20	0.17	0.06	0.25	0.10	0.31	0.20	0.02
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	100	1493	688	68	1424	656	254	830	382	682	2020	620
d1, Uniform Delay [s]	55.88	24.26	36.42	57.18	29.45	28.13	54.22	46.89	40.77	47.01	31.25	25.56
k, delay calibration	0.11	0.50	0.50	0.12	0.50	0.50	0.11	0.14	0.11	0.24	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.07	0.35	64.67	19.62	1.49	2.17	5.78	75.56	0.87	198.21	0.25	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.79	0.23	1.10	0.78	0.54	0.44	0.80	1.16	0.46	1.43	0.56	0.06
d, Delay for Lane Group [s/veh]	68.95	24.61	101.09	76.80	30.94	30.31	60.00	122.45	41.64	245.22	31.49	25.60
Lane Group LOS	E	C	F	E	C	C	E	F	D	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.59	2.98	30.18	1.88	8.22	6.10	3.04	20.19	4.35	28.18	8.14	0.67
50th-Percentile Queue Length [ft/ln]	64.81	74.54	754.50	46.89	205.58	152.48	76.08	504.71	108.65	704.60	203.57	16.75
95th-Percentile Queue Length [veh/ln]	4.67	5.37	41.89	3.38	12.93	10.15	5.48	29.80	7.76	43.53	12.82	1.21
95th-Percentile Queue Length [ft/ln]	116.65	134.17	1047.21	84.40	323.16	253.73	136.94	744.96	194.12	1088.36	320.57	30.14

**Movement, Approach, & Intersection Results**

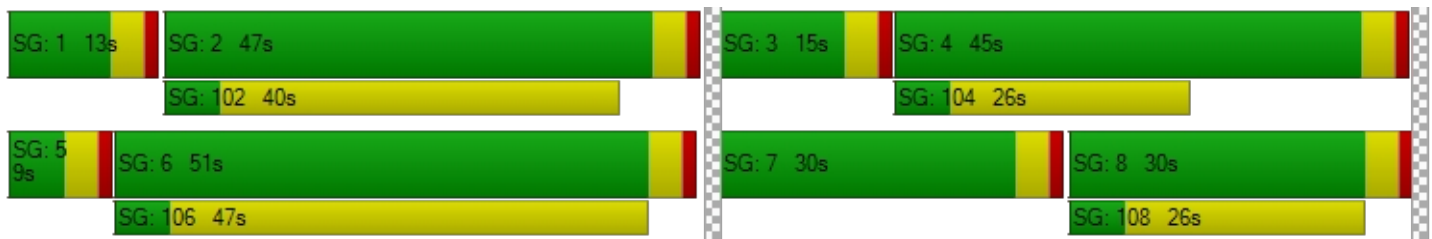
d_M, Delay for Movement [s/veh]	68.95	24.61	101.09	76.80	30.94	30.31	60.00	122.45	41.64	245.22	31.49	25.60
Movement LOS	E	C	F	E	C	C	E	F	D	F	C	C
d_A, Approach Delay [s/veh]	76.93			32.95			102.34			128.28		
Approach LOS	E			C			F			F		
d_I, Intersection Delay [s/veh]	93.45											
Intersection LOS	F											
Intersection V/C	1.025											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersectio	3.559	3.065	3.494	3.786
Crosswalk LOS	D	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	717	433	683
d_b, Bicycle Delay [s]	22.20	24.70	36.82	26.00
I_b,int, Bicycle LOS Score for Intersection	2.527	2.481	2.667	2.744
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 4: Warren Rd/Simpson Rd**

Control Type:	All-way stop	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

**Intersection Setup**

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

**Volumes**

Name	Warren Rd					
Base Volume Input [veh/h]	76	310	166	79	333	191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	0	27	9	0	68
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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]	101	310	193	88	333	259
Peak Hour Factor	0.8620	0.8620	0.8290	0.8290	0.8360	0.8360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	90	58	27	100	77
Total Analysis Volume [veh/h]	117	360	233	106	398	310
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	470	558	501	533	504	543
Degree of Utilization, x	0.25	0.65	0.34	0.32	0.79	0.57

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	0.97	4.60	1.48	1.35	7.26	3.56
95th-Percentile Queue Length [ft]	24.33	115.09	37.06	33.87	181.55	88.90
Approach Delay [s/veh]	18.36		13.04		25.53	
Approach LOS	C		B		D	
Intersection Delay [s/veh]	20.51					
Intersection LOS	C					

**Intersection Level Of Service Report**  
**Intersection 5: Warren Rd/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	67.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.950

**Intersection Setup**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			⇐   ⇐			⇐   ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
	Base Volume Input [veh/h]	5	2	0	79	2	306	293	1338	0	0	1585
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	3	0	6	16	0	0	0	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	0	82	2	312	309	1338	0	0	1585	120
Peak Hour Factor	0.5830	0.5830	0.5830	0.8290	0.8290	0.8290	0.9460	0.9460	0.9460	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	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	25	1	94	82	354	0	0	466	35
Total Analysis Volume [veh/h]	9	3	0	99	2	376	327	1414	0	0	1865	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	44	0	0	44	0	26	39	0	37	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	35	35	22	73	73	0	51	51
g / C, Green / Cycle	0.29	0.29	0.18	0.61	0.61	0.00	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.01	0.27	0.19	0.37	0.00	0.00	0.49	0.08
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	558	542	319	2322	1069	0	1631	751
d1, Uniform Delay [s]	30.54	41.70	49.06	14.45	0.00	0.00	34.24	21.26
k, delay calibration	0.11	0.33	0.45	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	12.90	54.66	1.20	0.00	0.00	72.54	0.55
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	0.02	0.88	1.03	0.61	0.00	0.00	1.14	0.19
d, Delay for Lane Group [s/veh]	30.56	54.60	103.72	15.64	0.00	0.00	106.78	21.81
Lane Group LOS	C	D	F	B	A	A	F	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.24	14.84	13.70	9.94	0.00	0.00	37.24	2.35
50th-Percentile Queue Length [ft/ln]	6.00	371.08	342.57	248.55	0.00	0.00	930.99	58.76
95th-Percentile Queue Length [veh/ln]	0.43	21.16	20.05	15.11	0.00	0.00	52.00	4.23
95th-Percentile Queue Length [ft/ln]	10.81	529.04	501.13	377.83	0.00	0.00	1300.03	105.77

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	30.56	30.56	30.56	54.60	54.60	54.60	103.72	15.64	0.00	0.00	106.78	21.81
Movement LOS	C	C	C	D	D	D	F	B	A	A	F	C
d_A, Approach Delay [s/veh]	30.56			54.60			32.19			100.81		
Approach LOS	C			D			C			F		
d_I, Intersection Delay [s/veh]	67.20											
Intersection LOS	E											
Intersection V/C	0.950											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
I_p,int, Pedestrian LOS Score for Intersectio	1.743	2.577	3.826	3.812
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667	583	767
d_b, Bicycle Delay [s]	26.66	26.66	30.09	22.81
I_b,int, Bicycle LOS Score for Intersection	1.579	2.347	2.996	3.215
Bicycle LOS	A	B	C	C

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 6: Warren Rd/SR-74**

Control Type:	Signalized	Delay (sec / veh):	37.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

**Intersection Setup**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	172	224	101	17	232	166	131	805	210	244	717	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	1	7	0	5	0	0	0	16	24	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	27	0	0	42	0	0	57	0	0	3
Total Hourly Volume [veh/h]	179	225	81	17	237	124	131	805	169	268	717	7
Peak Hour Factor	0.8940	0.8940	0.8940	0.8870	0.8870	0.8870	0.8610	0.8610	0.8610	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	63	23	5	67	35	38	234	49	70	187	2
Total Analysis Volume [veh/h]	200	252	91	19	267	140	152	935	196	279	748	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	6	28	0	6	28	0	12	32	0	8	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	19	41	0	10	32	0	27	36	0	23	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	23	23	2	11	11	11	49	49	19	57	57
g / C, Green / Cycle	0.13	0.21	0.21	0.02	0.10	0.10	0.10	0.45	0.45	0.17	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.11	0.07	0.05	0.01	0.07	0.08	0.09	0.31	0.31	0.16	0.20	0.21
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	227	810	373	35	394	181	182	854	809	300	982	931
d1, Uniform Delay [s]	46.99	36.43	35.88	53.35	47.50	48.01	48.31	23.98	23.97	44.89	16.00	16.21
k, delay calibration	0.30	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.37	0.50	0.50
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]	23.89	0.22	0.34	12.27	2.06	6.83	9.56	4.35	4.57	30.17	1.14	1.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.88	0.31	0.24	0.54	0.68	0.77	0.83	0.68	0.68	0.93	0.38	0.40
d, Delay for Lane Group [s/veh]	70.87	36.65	36.22	65.63	49.56	54.84	57.87	28.33	28.54	75.06	17.15	17.52
Lane Group LOS	E	D	D	E	D	D	E	C	C	E	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.86	2.88	2.06	0.62	3.47	3.90	4.41	11.95	11.36	9.65	5.49	5.57
50th-Percentile Queue Length [ft/ln]	171.39	71.92	51.60	15.44	86.67	97.48	110.17	298.71	283.90	241.21	137.24	139.19
95th-Percentile Queue Length [veh/ln]	11.15	5.18	3.71	1.11	6.24	7.02	7.85	17.62	16.88	14.74	9.33	9.44
95th-Percentile Queue Length [ft/ln]	278.74	129.46	92.87	27.79	156.01	175.46	196.24	440.43	422.07	368.57	233.30	235.93

**Movement, Approach, & Intersection Results**

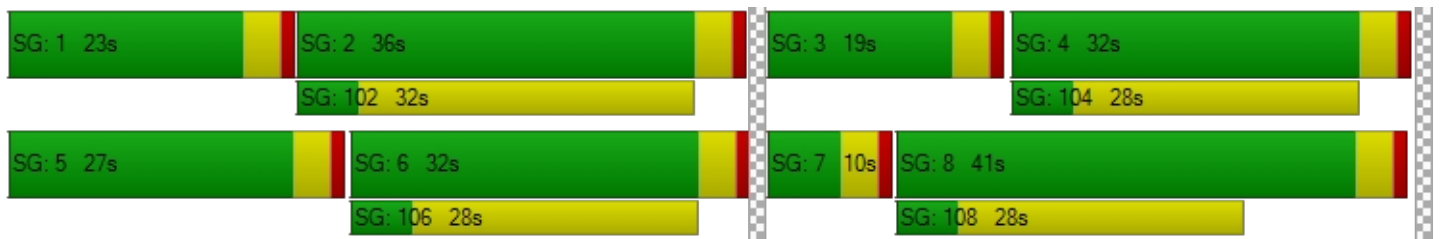
d_M, Delay for Movement [s/veh]	70.87	36.65	36.22	65.63	49.56	54.84	57.87	28.41	28.54	75.06	17.33	17.52
Movement LOS	E	D	D	E	D	D	E	C	C	E	B	B
d_A, Approach Delay [s/veh]	49.18			52.01			31.92			32.91		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	37.69											
Intersection LOS	D											
Intersection V/C	0.660											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.35	46.35	46.35	46.35
I_p,int, Pedestrian LOS Score for Intersectio	2.725	2.787	3.214	3.001
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	673	509	582	509
d_b, Bicycle Delay [s]	24.21	30.55	27.64	30.55
I_b,int, Bicycle LOS Score for Intersection	2.030	1.946	2.665	2.415
Bicycle LOS	B	A	B	B

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 7: Warren Rd/Stetson Ave**

Control Type:	All-way stop	Delay (sec / veh):	105.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.376

**Intersection Setup**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	334	92	189	271	32	41	63	2	67	73	236
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	4	0	45	0	0	0	0	15	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	349	96	189	316	32	41	63	2	82	73	236
Peak Hour Factor	0.8980	0.8980	0.8980	0.8160	0.8160	0.8160	0.7650	0.7650	0.7650	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	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	97	27	58	97	10	13	21	1	22	20	64
Total Analysis Volume [veh/h]	3	389	107	232	387	39	54	82	3	89	79	256
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	499	658	395	409	463
Degree of Utilization, x	1.00	1.38	0.35	0.22	0.72

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	13.70	30.54	1.55	0.82	5.77
95th-Percentile Queue Length [ft]	342.57	763.38	38.81	20.46	144.21
Approach Delay [s/veh]	67.41	203.63	16.97	25.26	
Approach LOS	F	F	C	D	
Intersection Delay [s/veh]	105.06				
Intersection LOS	F				

**Intersection Level Of Service Report  
Intersection 8: Warren Rd/Mustang Way**

Control Type:	Signalized	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

**Intersection Setup**

Name	Warren Rd		Warren Rd		Mustang Way	
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	1	0	1	0	0	0
Entry Pocket Length [ft]	190.00	100.00	105.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	500.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	307	150	39	285	211	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	1	0	60	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	326	151	39	345	216	72
Peak Hour Factor	0.8960	0.8960	0.8170	0.8170	0.8830	0.8830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	42	12	106	61	20
Total Analysis Volume [veh/h]	364	169	48	422	245	82
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	5
Maximum Green [s]	19	0	9	32	20	20
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	26	0	10	36	24	24
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	35	35	3	42	10	17
g / C, Green / Cycle	0.58	0.58	0.05	0.69	0.17	0.29
(v / s)_i Volume / Saturation Flow Rate	0.14	0.15	0.03	0.22	0.14	0.05
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1102	1044	83	1319	302	502
d1, Uniform Delay [s]	6.16	6.22	27.98	3.61	23.88	16.01
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	0.59	6.19	0.64	5.20	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.24	0.26	0.58	0.32	0.81	0.16
d, Delay for Lane Group [s/veh]	6.68	6.81	34.17	4.25	29.08	16.16
Lane Group LOS	A	A	C	A	C	B
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.08	1.10	0.73	0.82	3.48	0.78
50th-Percentile Queue Length [ft/ln]	26.92	27.43	18.21	20.39	87.02	19.45
95th-Percentile Queue Length [veh/ln]	1.94	1.97	1.31	1.47	6.27	1.40
95th-Percentile Queue Length [ft/ln]	48.46	49.37	32.79	36.70	156.64	35.01

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	6.71	6.81	34.17	4.25	29.08	16.16
Movement LOS	A	A	C	A	C	B
d_A, Approach Delay [s/veh]	6.74		7.31		25.84	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	11.64					
Intersection LOS	B					
Intersection V/C	0.362					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	21.68
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.521	2.266
Crosswalk LOS	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	1067	667
d_b, Bicycle Delay [s]	12.03	6.53	13.33
I_b,int, Bicycle LOS Score for Intersection	1.999	2.335	1.560
Bicycle LOS	A	B	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: Project Dwy-1/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

**Intersection Setup**

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

**Volumes**

Name	Northbound		Simpson Rd Eastbound		Simpson Rd Westbound	
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	5	14	39	21	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	5	259	39	21	274
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	68	10	6	72
Total Analysis Volume [veh/h]	14	5	273	41	22	288
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.28	9.37	0.00	0.00	7.91	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	2.57	2.57	0.00	0.00	1.33	0.00
d_A, Approach Delay [s/veh]	11.51		0.00		0.56	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 10: Project Dwy-2/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

**Intersection Setup**

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

**Volumes**

Name	Simpson Rd					
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	19	0	49	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	264	0	49	295
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	69	0	13	78
Total Analysis Volume [veh/h]	0	1	278	0	52	311
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	12.84	9.05	0.00	0.00	7.89	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.13	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	3.13	0.00
d_A, Approach Delay [s/veh]	9.05		0.00		1.13	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 11: Project Dwy-3/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	20	0	0	77
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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	21	265	0	0	344
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	6	70	0	0	91
Total Analysis Volume [veh/h]	0	22	279	0	0	362
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.15	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.90	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.15		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	A					



**Intersection Level Of Service Report**  
**Intersection 12: Project Dwy-4/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	245	0	0	267
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]	7	6	27	14	24	70
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	6	272	14	24	337
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	72	4	6	89
Total Analysis Volume [veh/h]	7	6	286	15	25	355
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.70	9.28	0.00	0.00	7.92	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.06	0.00
95th-Percentile Queue Length [ft/ln]	1.66	1.66	0.00	0.00	1.52	0.00
d_A, Approach Delay [s/veh]	11.12		0.00		0.52	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 13: Project Dwy-5/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	32	0	0	93
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	277	0	0	360
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	1	73	0	0	95
Total Analysis Volume [veh/h]	0	4	292	0	0	379
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.13	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.34	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.13		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 14: Project Dwy-6/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

**Intersection Setup**

Name	Northbound		Eastbound		Warren Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	300.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Northbound		Eastbound		Warren Rd	
Base Volume Input [veh/h]	0	0	476	0	0	524
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	20	7	0	65
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	496	7	0	589
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	131	2	0	155
Total Analysis Volume [veh/h]	3	0	522	7	0	620
Pedestrian Volume [ped/h]	0		0		0	

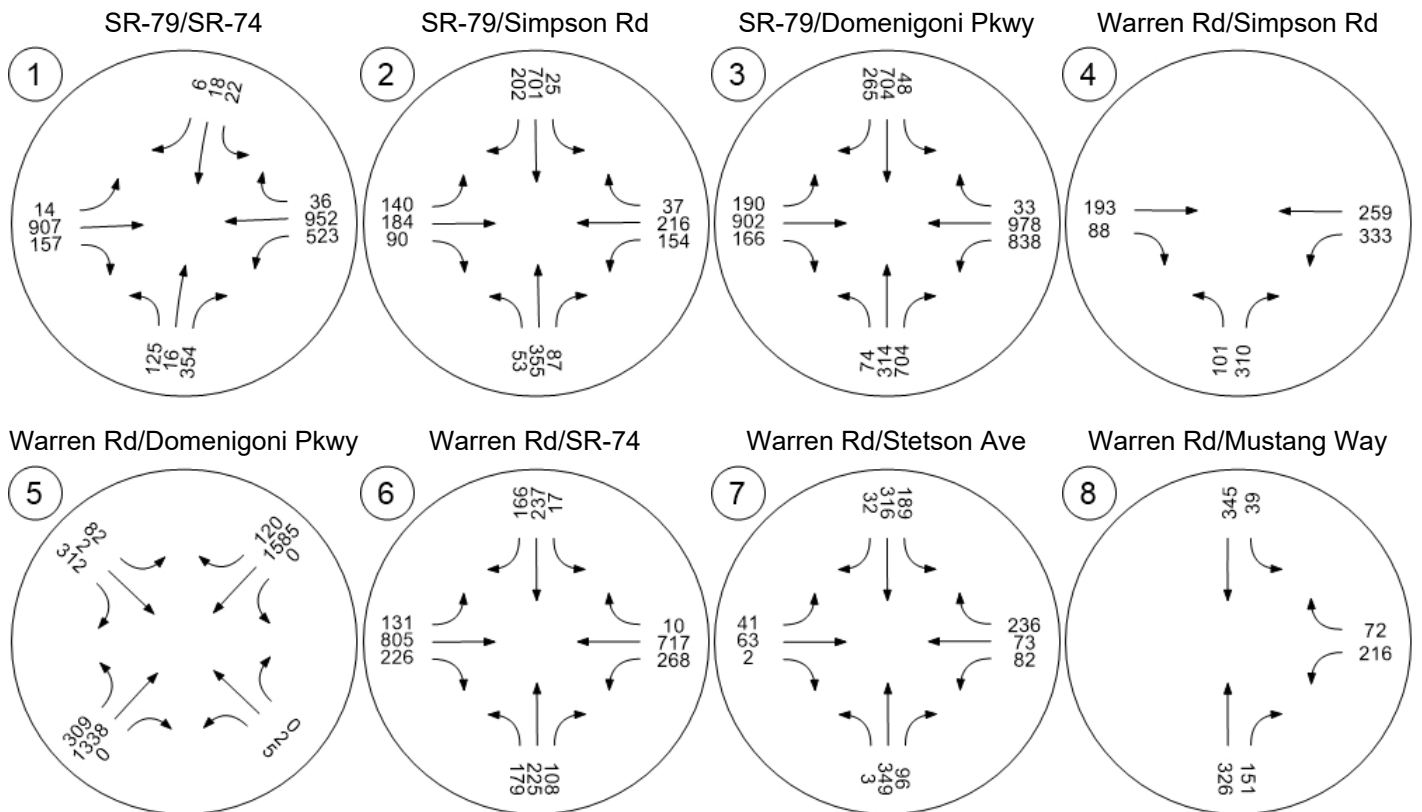
**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	16.73	9.98	0.00	0.00	8.43	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.73	0.73	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.73		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	C					

Traffic Volume - Future Total Volume

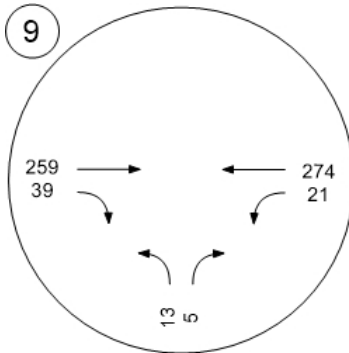




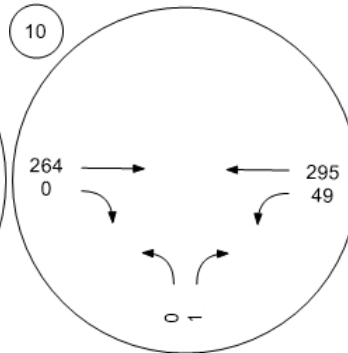
Traffic Volume - Future Total Volume



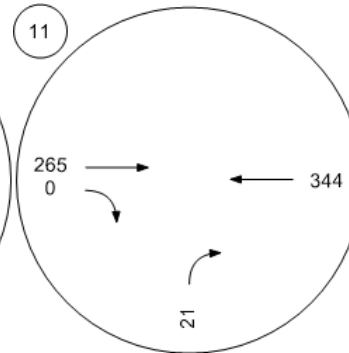
Project Dwy-1/Simpson Rd



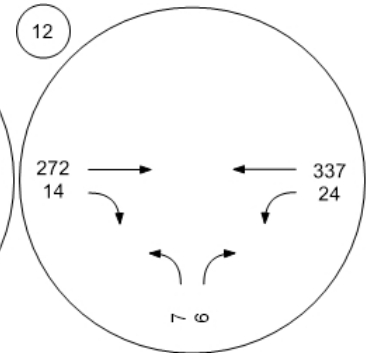
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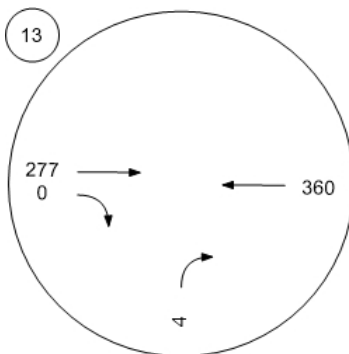
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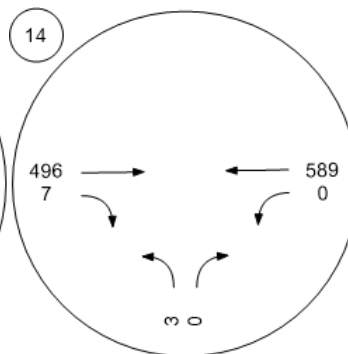
Project Dwy-4/Simpson Rd



Project Dwy-5/Simpson Rd



Project Dwy-6/Simpson Rd





## Simpson Road

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Scenario 6 Opening Year Plus Project PM

Report File: C:\...\IOY PM.pdf

11/1/2023

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	WB Left	0.908	50.8	D
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	EB Left	0.442	21.7	C
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	NB Right	1.174	122.2	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.788	21.4	C
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	0.873	44.8	D
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	WB Left	0.674	38.9	D
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.409	121.2	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	SB Left	0.353	9.6	A
9	Project Dwy-1/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.092	12.9	B
10	Project Dwy-2/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.006	9.3	A
11	Project Dwy-3/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.097	9.7	A
12	Project Dwy-4/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.035	13.6	B
13	Project Dwy-5/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.031	9.7	A
14	Project Dwy-6/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.029	20.1	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: SR-79/SR-74**

Control Type:	Signalized	Delay (sec / veh):	50.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.908

**Intersection Setup**

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79									SR-74		
Base Volume Input [veh/h]	145	17	557	24	17	6	25	1062	105	433	911	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	0	0	0	0	9	9	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	17	557	24	17	6	25	1071	114	433	928	34
Peak Hour Factor	0.9860	0.9860	0.9860	0.7860	0.7860	0.7860	0.9020	0.9020	0.9020	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	4	141	8	5	2	7	297	32	119	255	9
Total Analysis Volume [veh/h]	164	17	565	31	22	8	28	1187	126	476	1021	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	26	0	0	26	0	6	19	0	8	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	41	0	0	41	0	33	39	0	35	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	3	35	35	31	63	63
g / C, Green / Cycle	0.32	0.32	0.32	0.32	0.03	0.30	0.30	0.27	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.09	0.32	0.02	0.02	0.02	0.31	0.07	0.27	0.28	0.29
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	575	579	63	579	47	1157	533	472	1040	985
d1, Uniform Delay [s]	29.19	39.00	26.93	26.90	55.37	40.00	29.99	42.00	16.35	16.66
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.46	0.11	0.12
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]	1.24	38.62	25.30	0.17	11.85	19.73	0.23	41.97	0.39	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
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	0.29	1.00	0.49	0.05	0.60	1.03	0.24	1.01	0.51	0.53
d, Delay for Lane Group [s/veh]	30.43	77.62	52.23	27.07	67.22	59.73	30.21	83.97	16.74	17.17
Lane Group LOS	C	F	D	C	E	F	C	F	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.60	22.25	1.03	0.60	0.96	19.24	2.66	18.71	8.64	8.75
50th-Percentile Queue Length [ft/ln]	89.94	556.26	25.83	15.01	23.91	481.10	66.48	467.66	215.94	218.81
95th-Percentile Queue Length [veh/ln]	6.48	30.09	1.86	1.08	1.72	26.89	4.79	25.95	13.46	13.60
95th-Percentile Queue Length [ft/ln]	161.89	752.21	46.49	27.01	43.03	672.23	119.66	648.66	336.43	340.11

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	30.43	77.62	77.62	52.23	27.07	27.07	67.22	59.73	30.21	83.97	16.95	17.17
Movement LOS	C	E	E	D	C	C	E	F	C	F	B	B
d_A, Approach Delay [s/veh]	67.25			39.86			57.11			37.75		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	50.81											
Intersection LOS	D											
Intersection V/C	0.908											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.85	48.85	48.85	48.85
I_p,int, Pedestrian LOS Score for Intersectio	2.478	2.179	3.111	3.004
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	643	643	609	643
d_b, Bicycle Delay [s]	26.45	26.45	27.83	26.45
I_b,int, Bicycle LOS Score for Intersection	2.791	1.660	2.666	2.825
Bicycle LOS	C	A	B	C

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 2: SR-79/Simpson Rd**

Control Type:	Signalized	Delay (sec / veh):	21.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

**Intersection Setup**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵↵			↵↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	118	672	148	33	515	121	83	171	71	68	130	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	15	9	0	0	0	3	0	34	7	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	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]	118	672	163	42	515	121	83	174	71	102	137	47
Peak Hour Factor	0.9060	0.9060	0.9060	0.8780	0.8780	0.8780	0.9450	0.9450	0.9450	0.8740	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	185	45	12	147	34	22	46	19	29	39	13
Total Analysis Volume [veh/h]	130	742	180	48	587	138	88	184	75	117	157	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		



**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	8	22	0	5	19	0	6	24	0	8	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	26	0	9	23	0	10	29	0	11	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	40	40	3	36	36	5	10	10	6	12	12
g / C, Green / Cycle	0.09	0.53	0.53	0.04	0.48	0.48	0.06	0.13	0.13	0.08	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.07	0.25	0.25	0.03	0.20	0.19	0.05	0.10	0.04	0.07	0.08	0.03
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	163	999	946	74	903	855	112	255	235	148	293	270
d1, Uniform Delay [s]	33.32	11.26	11.20	35.36	12.87	12.83	34.58	31.13	29.37	33.69	29.23	27.67
k, delay calibration	0.15	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.83	1.63	1.68	9.13	1.40	1.46	11.25	3.84	0.78	9.26	1.52	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	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.80	0.48	0.47	0.65	0.41	0.41	0.78	0.72	0.32	0.79	0.54	0.20
d, Delay for Lane Group [s/veh]	45.15	12.89	12.88	44.50	14.27	14.29	45.83	34.96	30.14	42.95	30.75	28.03
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.78	4.89	4.57	1.03	4.10	3.85	1.81	3.18	1.17	2.30	2.49	0.80
50th-Percentile Queue Length [ft/ln]	69.59	122.35	114.20	25.76	102.39	96.18	45.15	79.42	29.20	57.40	62.30	19.95
95th-Percentile Queue Length [veh/ln]	5.01	8.52	8.07	1.85	7.37	6.92	3.25	5.72	2.10	4.13	4.49	1.44
95th-Percentile Queue Length [ft/ln]	125.27	213.05	201.83	46.37	184.30	173.12	81.27	142.96	52.56	103.32	112.15	35.92

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	45.15	12.89	12.88	44.50	14.28	14.29	45.83	34.96	30.14	42.95	30.75	28.03
Movement LOS	D	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	16.87			16.16			36.68			34.65		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	21.73											
Intersection LOS	C											
Intersection V/C	0.442											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	29.04	29.04	29.04
I_p,int, Pedestrian LOS Score for Intersectio	2.649	2.615	2.437	2.533
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	587	507	667	693
d_b, Bicycle Delay [s]	18.73	20.91	16.67	16.01
I_b,int, Bicycle LOS Score for Intersection	2.428	2.197	2.132	2.101
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 3: SR-79/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	122.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.174

**Intersection Setup**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	99	704	1056	22	386	168	261	873	69	778	774	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	34	0	0	8	0	0	19	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	719	1056	22	420	168	261	881	69	778	793	25
Peak Hour Factor	0.9490	0.9490	0.9490	0.8520	0.8520	0.8520	0.8910	0.8910	0.8910	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	189	278	6	123	49	73	247	19	207	211	7
Total Analysis Volume [veh/h]	104	758	1113	26	493	197	293	989	77	827	843	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	12	47	0	5	40	0	6	26	0	6	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	51	0	9	44	0	25	30	0	25	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	49	49	3	43	43	13	26	26	21	34	34
g / C, Green / Cycle	0.07	0.43	0.43	0.02	0.38	0.38	0.11	0.23	0.23	0.18	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.06	0.20	0.64	0.01	0.13	0.11	0.09	0.26	0.04	0.26	0.15	0.02
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	129	1619	745	43	1432	660	355	866	399	575	1696	521
d1, Uniform Delay [s]	52.47	23.67	33.01	55.54	25.65	25.15	49.90	44.39	35.84	47.01	33.29	28.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.13	0.11	0.23	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.24	0.98	229.01	12.97	0.66	1.16	4.84	67.89	0.23	202.39	0.23	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.81	0.47	1.49	0.61	0.34	0.30	0.82	1.14	0.19	1.44	0.50	0.05
d, Delay for Lane Group [s/veh]	63.71	24.64	262.01	68.50	26.31	26.31	54.74	112.28	36.08	249.40	33.52	28.85
Lane Group LOS	E	C	F	E	C	C	D	F	D	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.18	6.77	65.38	0.86	4.49	3.63	4.09	19.51	1.65	23.75	5.97	0.50
50th-Percentile Queue Length [ft/ln]	79.48	169.25	1634.58	21.47	112.34	90.79	102.33	487.76	41.34	593.77	149.16	12.48
95th-Percentile Queue Length [veh/ln]	5.72	11.04	99.56	1.55	7.97	6.54	7.37	28.75	2.98	37.10	9.97	0.90
95th-Percentile Queue Length [ft/ln]	143.06	275.93	2488.93	38.65	199.26	163.42	184.19	718.67	74.41	927.41	249.31	22.46

**Movement, Approach, & Intersection Results**

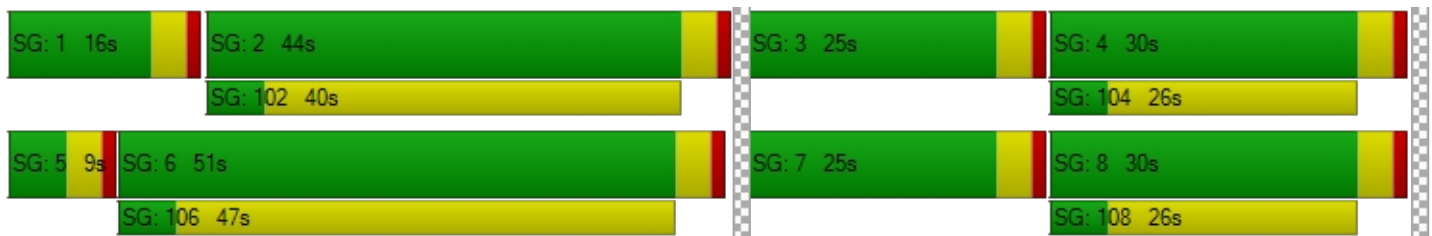
d_M, Delay for Movement [s/veh]	63.71	24.64	262.01	68.50	26.31	26.31	54.74	112.28	36.08	249.40	33.52	28.85
Movement LOS	E	C	F	E	C	C	D	F	D	F	C	C
d_A, Approach Delay [s/veh]	160.47			27.84			95.56			138.65		
Approach LOS	F			C			F			F		
d_I, Intersection Delay [s/veh]	122.15											
Intersection LOS	F											
Intersection V/C	1.174											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.85	48.85	48.85	48.85
I_p,int, Pedestrian LOS Score for Intersectio	3.653	3.098	3.400	3.760
Crosswalk LOS	D	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	696	452	452
d_b, Bicycle Delay [s]	20.10	24.45	34.44	34.44
I_b,int, Bicycle LOS Score for Intersection	3.189	2.150	2.681	2.493
Bicycle LOS	C	B	B	B

**Sequence**

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





**Intersection Level Of Service Report  
Intersection 4: Warren Rd/Simpson Rd**

Control Type:	All-way stop	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

**Intersection Setup**

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

**Volumes**

Name	Warren Rd					
Base Volume Input [veh/h]	35	339	266	54	318	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	84	31	0	41
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	339	350	85	318	206
Peak Hour Factor	0.9300	0.9300	0.8400	0.8400	0.8240	0.8240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	91	104	25	96	63
Total Analysis Volume [veh/h]	52	365	417	101	386	250
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	455	537	510	532	490	527
Degree of Utilization, x	0.11	0.68	0.51	0.49	0.79	0.47

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	0.38	5.15	2.83	2.64	7.18	2.53
95th-Percentile Queue Length [ft]	9.62	128.78	70.81	66.09	179.38	63.17
Approach Delay [s/veh]	21.16		16.26		25.65	
Approach LOS	C		C		D	
Intersection Delay [s/veh]	21.36					
Intersection LOS	C					

**Intersection Level Of Service Report**  
**Intersection 5: Warren Rd/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	44.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

**Intersection Setup**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			⇐   ⇐			⇐   ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	3	3	0	68	6	309	327	1658	9	5	1283	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	0	19	8	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	0	80	6	328	335	1658	9	5	1283	60
Peak Hour Factor	0.4580	0.4580	0.4580	0.7490	0.7490	0.7490	0.9660	0.9660	0.9660	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	0	27	2	109	87	429	2	1	341	16
Total Analysis Volume [veh/h]	7	7	0	107	8	438	347	1716	9	5	1365	64
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	44	0	0	44	0	29	59	0	17	47	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	39	39	25	68	68	1	44	44
g / C, Green / Cycle	0.33	0.33	0.21	0.57	0.57	0.01	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.01	0.32	0.20	0.45	0.01	0.00	0.36	0.04
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	619	610	362	2149	989	11	1387	639
d1, Uniform Delay [s]	27.29	39.58	47.07	20.66	11.39	59.39	37.76	25.11
k, delay calibration	0.11	0.42	0.41	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	17.19	33.46	3.21	0.02	25.38	20.71	0.31
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	0.02	0.91	0.96	0.80	0.01	0.45	0.98	0.10
d, Delay for Lane Group [s/veh]	27.31	56.77	80.53	23.87	11.41	84.77	58.47	25.43
Lane Group LOS	C	E	F	C	B	F	E	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.26	17.76	12.86	16.62	0.10	0.22	21.79	1.17
50th-Percentile Queue Length [ft/ln]	6.54	444.09	321.45	415.45	2.38	5.57	544.83	29.15
95th-Percentile Queue Length [veh/ln]	0.47	24.68	18.74	23.30	0.17	0.40	29.45	2.10
95th-Percentile Queue Length [ft/ln]	11.78	616.90	468.47	582.59	4.28	10.02	736.23	52.47

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	27.31	27.31	27.31	56.77	56.77	56.77	80.53	23.87	11.41	84.77	58.47	25.43
Movement LOS	C	C	C	E	E	E	F	C	B	F	E	C
d_A, Approach Delay [s/veh]	27.31			56.77			33.30			57.09		
Approach LOS	C			E			C			E		
d_I, Intersection Delay [s/veh]	44.84											
Intersection LOS	D											
Intersection V/C	0.873											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
I_p,int, Pedestrian LOS Score for Intersectio	1.762	2.598	3.791	3.744
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667	917	717
d_b, Bicycle Delay [s]	26.66	26.66	17.60	24.70
I_b,int, Bicycle LOS Score for Intersection	1.583	2.472	3.269	2.743
Bicycle LOS	A	B	C	B

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 6: Warren Rd/SR-74**

Control Type:	Signalized	Delay (sec / veh):	38.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

**Intersection Setup**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		



**Volumes**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	227	281	280	29	176	158	158	970	176	185	762	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	7	30	0	3	0	0	0	9	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	78	0	0	40	0	0	46	0	0	5
Total Hourly Volume [veh/h]	244	288	232	29	179	118	158	970	139	198	762	13
Peak Hour Factor	0.8770	0.8770	0.8770	0.8640	0.8640	0.8640	0.9720	0.9720	0.9720	0.8940	0.8940	0.8940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	82	66	8	52	34	41	249	36	55	213	4
Total Analysis Volume [veh/h]	278	328	265	34	207	137	163	998	143	221	852	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	7	30	0	5	28	0	11	32	0	7	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	23	45	0	10	32	0	23	36	0	19	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	27	27	3	11	11	12	49	49	15	52	52
g / C, Green / Cycle	0.17	0.24	0.24	0.03	0.10	0.10	0.11	0.45	0.45	0.14	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.16	0.09	0.15	0.02	0.05	0.08	0.09	0.31	0.31	0.13	0.23	0.24
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	301	924	426	51	383	176	193	847	802	238	896	849
d1, Uniform Delay [s]	44.83	34.47	37.11	52.83	47.02	48.24	48.00	24.34	24.50	46.96	19.89	20.19
k, delay calibration	0.37	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.36	0.50	0.50
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]	29.08	0.23	1.50	13.59	1.19	7.19	9.67	4.51	4.98	33.85	1.88	2.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.92	0.35	0.62	0.66	0.54	0.78	0.85	0.69	0.70	0.93	0.49	0.51
d, Delay for Lane Group [s/veh]	73.91	34.70	38.61	66.41	48.22	55.43	57.67	28.85	29.48	80.81	21.77	22.37
Lane Group LOS	E	C	D	E	D	E	E	C	C	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.83	3.66	6.49	1.08	2.63	3.84	4.72	12.09	11.78	7.96	7.44	7.54
50th-Percentile Queue Length [ft/ln]	245.83	91.49	162.31	27.07	65.76	95.95	118.05	302.20	294.60	198.89	185.90	188.57
95th-Percentile Queue Length [veh/ln]	14.98	6.59	10.67	1.95	4.73	6.91	8.29	17.79	17.41	12.58	11.91	12.05
95th-Percentile Queue Length [ft/ln]	374.40	164.69	266.78	48.72	118.37	172.70	207.14	444.75	435.34	314.53	297.71	301.18

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	73.91	34.70	38.61	66.41	48.22	55.43	57.67	29.11	29.48	80.81	22.06	22.37
Movement LOS	E	C	D	E	D	E	E	C	C	F	C	C
d_A, Approach Delay [s/veh]	48.40			52.47			32.72			34.00		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	38.90											
Intersection LOS	D											
Intersection V/C	0.674											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.36	46.36	46.36	46.36
I_p,int, Pedestrian LOS Score for Intersectio	2.829	2.798	3.249	3.120
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	746	509	582	509
d_b, Bicycle Delay [s]	21.63	30.55	27.65	30.55
I_b,int, Bicycle LOS Score for Intersection	2.343	1.904	2.673	2.461
Bicycle LOS	B	A	B	B

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 7: Warren Rd/Stetson Ave**

Control Type:	All-way stop	Delay (sec / veh):	121.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.409

**Intersection Setup**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	334	66	226	327	37	48	111	7	87	82	231
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	54	19	0	25	0	0	0	0	6	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]	3	388	85	226	352	37	48	111	7	93	82	231
Peak Hour Factor	0.8840	0.8840	0.8840	0.9490	0.9490	0.9490	0.9170	0.9170	0.9170	0.8840	0.8840	0.8840
Other Adjustment Factor	1.0000	1.0000	1.0000	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	110	24	60	93	10	13	30	2	26	23	65
Total Analysis Volume [veh/h]	3	439	96	238	371	39	52	121	8	105	93	261
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	538	648	389	398	449
Degree of Utilization, x	1.15	1.41	0.46	0.26	0.79

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	19.20	31.28	2.38	1.05	7.06
95th-Percentile Queue Length [ft]	480.06	782.07	59.58	26.14	176.42
Approach Delay [s/veh]	115.43	218.77	19.99	30.29	
Approach LOS	F	F	C	D	
Intersection Delay [s/veh]	121.24				
Intersection LOS	F				

**Intersection Level Of Service Report  
Intersection 8: Warren Rd/Mustang Way**

Control Type:	Signalized	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

**Intersection Setup**

Name	Warren Rd		Warren Rd		Mustang Way	
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	1	0	1	0	0	0
Entry Pocket Length [ft]	190.00	100.00	105.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	500.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	315	279	41	343	150	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	73	7	0	31	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	388	286	41	374	153	57
Peak Hour Factor	0.9290	0.9290	0.7770	0.7770	0.8810	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	77	13	120	43	16
Total Analysis Volume [veh/h]	418	308	53	481	174	65
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	



**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	5
Maximum Green [s]	19	0	10	33	19	19
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	23	0	10	33	27	27
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	37	37	3	44	8	15
g / C, Green / Cycle	0.62	0.62	0.05	0.74	0.13	0.24
(v / s)_i Volume / Saturation Flow Rate	0.19	0.20	0.03	0.25	0.10	0.04
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1182	1120	87	1403	224	428
d1, Uniform Delay [s]	5.29	5.37	27.93	2.74	25.33	17.78
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.67	0.77	6.67	0.67	5.70	0.16
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	0.31	0.32	0.61	0.34	0.78	0.15
d, Delay for Lane Group [s/veh]	5.97	6.13	34.60	3.41	31.03	17.95
Lane Group LOS	A	A	C	A	C	B
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.24	1.27	0.81	0.47	2.56	0.66
50th-Percentile Queue Length [ft/ln]	30.92	31.71	20.19	11.81	64.08	16.51
95th-Percentile Queue Length [veh/ln]	2.23	2.28	1.45	0.85	4.61	1.19
95th-Percentile Queue Length [ft/ln]	55.65	57.07	36.35	21.26	115.34	29.71

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	5.99	6.13	34.60	3.41	31.03	17.95
Movement LOS	A	A	C	A	C	B
d_A, Approach Delay [s/veh]	6.05		6.51		27.47	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	9.63					
Intersection LOS	A					
Intersection V/C	0.353					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	21.68
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.566	2.282
Crosswalk LOS	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	967	767
d_b, Bicycle Delay [s]	14.01	8.01	11.41
I_b,int, Bicycle LOS Score for Intersection	2.159	2.441	1.560
Bicycle LOS	B	B	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: Project Dwy-1/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.092

**Intersection Setup**

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

**Volumes**

Name	Northbound		Simpson Rd Eastbound		Simpson Rd Westbound	
Base Volume Input [veh/h]	0	0	320	0	0	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	44	3	8	19	14	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	3	328	19	14	214
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	1	86	5	4	56
Total Analysis Volume [veh/h]	46	3	345	20	15	225
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.93	10.05	0.00	0.00	8.03	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.31	0.31	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	7.87	7.87	0.00	0.00	0.95	0.00
d_A, Approach Delay [s/veh]	12.75		0.00		0.50	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 10: Project Dwy-2/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

**Intersection Setup**

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

**Volumes**

Name	Simpson Rd					
Base Volume Input [veh/h]	0	0	320	0	0	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	11	0	25	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	331	0	25	228
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	87	0	7	60
Total Analysis Volume [veh/h]	0	5	348	0	26	240
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.52	9.28	0.00	0.00	8.01	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	0.45	0.45	0.00	0.00	1.63	0.00
d_A, Approach Delay [s/veh]	9.28		0.00		0.78	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 11: Project Dwy-3/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.097

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	320	0	0	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	78	15	0	0	53
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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	78	335	0	0	253
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	21	88	0	0	67
Total Analysis Volume [veh/h]	0	82	353	0	0	266
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	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.73	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.32	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.06	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.73		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 12: Project Dwy-4/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	320	0	0	200
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]	14	8	85	8	15	39
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	8	405	8	15	239
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	107	2	4	63
Total Analysis Volume [veh/h]	15	8	426	8	16	252
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.63	9.90	0.00	0.00	8.25	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	3.50	3.50	0.00	0.00	1.08	0.00
d_A, Approach Delay [s/veh]	12.33		0.00		0.49	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 13: Project Dwy-5/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.031

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	320	0	0	200
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	23	93	0	0	54
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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	23	413	0	0	254
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	6	109	0	0	67
Total Analysis Volume [veh/h]	0	24	435	0	0	267
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.72	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.72		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 14: Project Dwy-6/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

**Intersection Setup**

Name	Northbound		Eastbound		Warren Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	300.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Northbound		Eastbound		Warren Rd	
Base Volume Input [veh/h]	0	0	605	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	80	4	0	34
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	685	4	0	517
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	180	1	0	136
Total Analysis Volume [veh/h]	7	0	721	4	0	544
Pedestrian Volume [ped/h]	0		0		0	

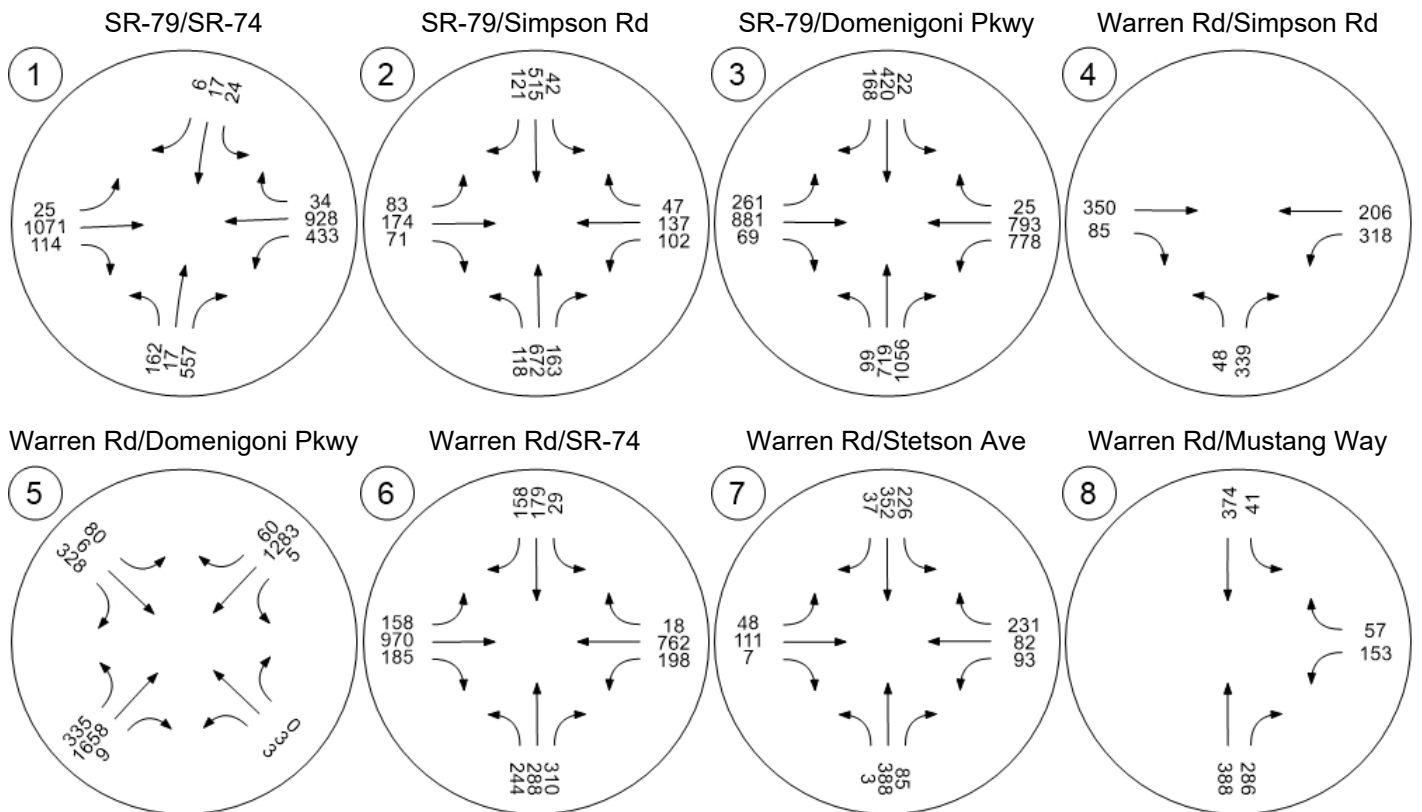
**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

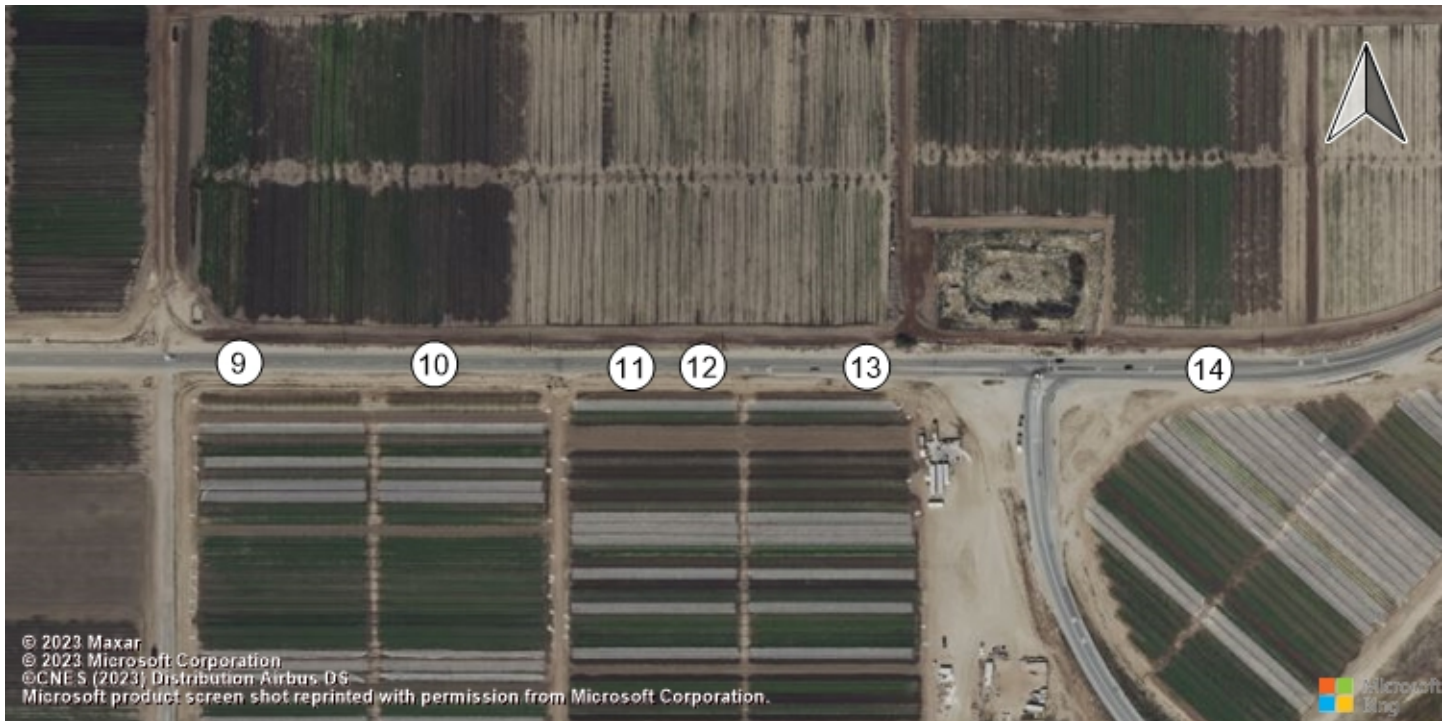
V/C, Movement V/C Ratio	0.03	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	20.12	11.06	0.00	0.00	9.06	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.20	2.20	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.12		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	C					

Traffic Volume - Future Total Volume

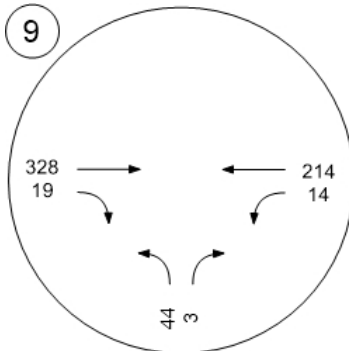




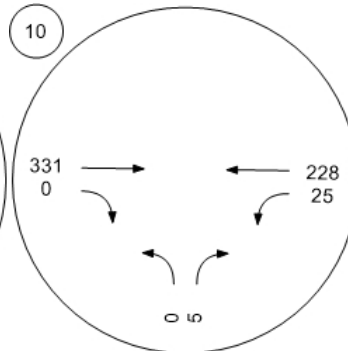
Traffic Volume - Future Total Volume



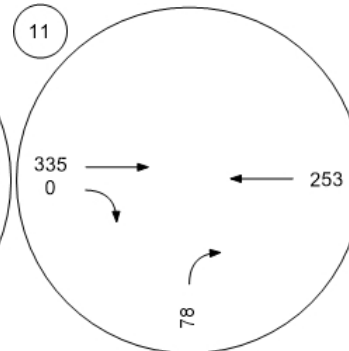
Project Dwy-1/Simpson Rd



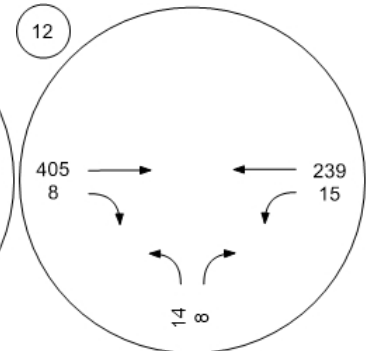
Project Dwy-2/Simpson Rd



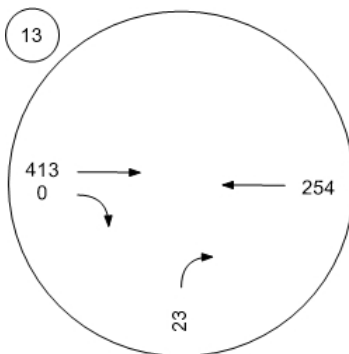
Project Dwy-3/Simpson Rd



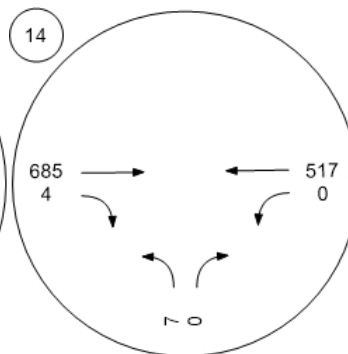
Project Dwy-4/Simpson Rd



Project Dwy-5/Simpson Rd



Project Dwy-6/Simpson Rd



Simpson Road

Vistro File: C:\...\Simpson\_Abby-LAPTOP-A71N00DA.vistro

Scenario 7 Cumulative Year Plus Project AM

Report File: C:\...\CY AM.pdf

11/1/2023

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	WB Left	0.923	52.9	D
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	EB Left	0.586	28.4	C
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	1.089	111.0	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.870	25.1	D
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Thru	1.003	88.3	F
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	WB Left	0.769	45.7	D
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.527	147.2	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	SB Left	0.398	12.4	B
9	Project Dwy-1/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.029	12.7	B
10	Project Dwy-2/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.001	9.1	A
11	Project Dwy-3/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.025	9.2	A
12	Project Dwy-4/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.016	13.2	B
13	Project Dwy-5/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.005	9.2	A
14	Project Dwy-6/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.011	17.9	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: SR-79/SR-74**

Control Type:	Signalized	Delay (sec / veh):	52.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.923

**Intersection Setup**

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79									SR-74		
Base Volume Input [veh/h]	118	16	354	22	18	6	14	891	141	523	945	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	28	0	0	0	0	189	16	34	235	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	16	382	22	18	6	14	1080	157	557	1180	36
Peak Hour Factor	0.9490	0.9490	0.9490	0.8060	0.8060	0.8060	0.8210	0.8210	0.8210	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	4	101	7	6	2	4	329	48	151	319	10
Total Analysis Volume [veh/h]	132	17	403	27	22	7	17	1315	191	602	1276	39
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	26	0	0	26	0	5	19	0	8	22	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	33	0	0	33	0	32	43	0	44	55	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	29	29	2	39	39	40	77	77
g / C, Green / Cycle	0.24	0.24	0.24	0.24	0.02	0.33	0.33	0.33	0.64	0.64
(v / s)_i Volume / Saturation Flow Rate	0.08	0.23	0.02	0.02	0.01	0.35	0.11	0.34	0.35	0.37
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	432	435	60	435	33	1235	569	583	1215	1151
d1, Uniform Delay [s]	37.32	45.01	35.04	35.07	58.32	40.50	30.69	40.00	11.93	12.29
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.49	0.13	0.15
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]	1.82	35.35	22.43	0.30	11.86	33.82	0.35	45.23	0.45	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.31	0.97	0.45	0.07	0.51	1.06	0.34	1.03	0.54	0.57
d, Delay for Lane Group [s/veh]	39.14	80.35	57.48	35.36	70.18	74.32	31.03	85.23	12.38	12.92
Lane Group LOS	D	F	E	D	E	F	C	F	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.42	16.54	0.99	0.70	0.62	23.75	4.26	24.25	9.33	9.65
50th-Percentile Queue Length [ft/ln]	85.40	413.47	24.71	17.39	15.52	593.64	106.50	606.25	233.17	241.13
95th-Percentile Queue Length [veh/ln]	6.15	23.21	1.78	1.25	1.12	33.08	7.65	33.03	14.34	14.74
95th-Percentile Queue Length [ft/ln]	153.71	580.21	44.48	31.31	27.94	827.07	191.13	825.82	358.38	368.46

**Movement, Approach, & Intersection Results**

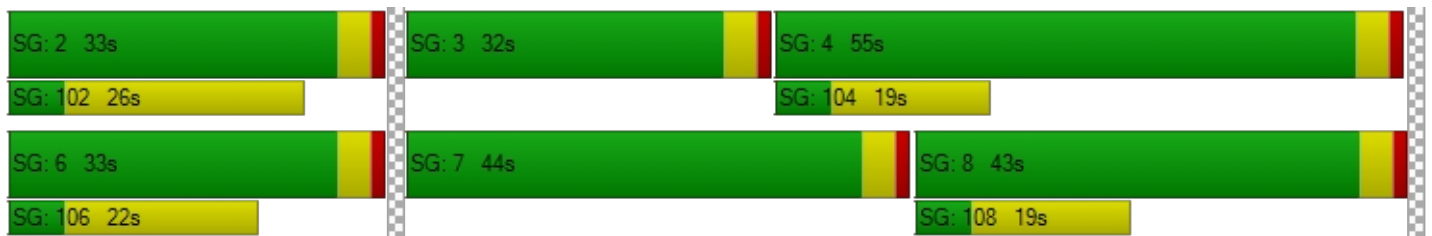
d_M, Delay for Movement [s/veh]	39.14	80.35	80.35	57.48	35.36	35.36	70.18	74.32	31.03	85.23	12.64	12.92
Movement LOS	D	F	F	E	D	D	E	F	C	F	B	B
d_A, Approach Delay [s/veh]	70.50			46.03			68.84			35.44		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	52.94											
Intersection LOS	D											
Intersection V/C	0.923											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersectio	2.480	2.178	3.133	3.068
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	483	650	850
d_b, Bicycle Delay [s]	34.50	34.50	27.34	19.84
I_b,int, Bicycle LOS Score for Intersection	2.470	1.652	2.816	3.141
Bicycle LOS	B	A	C	C

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 2: SR-79/Simpson Rd**

Control Type:	Signalized	Delay (sec / veh):	28.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.586

**Intersection Setup**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		



**Volumes**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	53	355	56	9	701	202	140	179	90	142	215	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	41	16	27	7	6	14	0	38	16	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]	53	378	97	25	728	209	146	193	90	180	231	37
Peak Hour Factor	0.9300	0.9300	0.9300	0.8720	0.8720	0.8720	0.7430	0.7430	0.7430	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	102	26	7	209	60	49	65	30	54	69	11
Total Analysis Volume [veh/h]	57	406	104	29	835	240	197	260	121	214	275	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	5	22	0	5	22	0	6	22	0	10	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	26	0	9	26	0	15	26	0	19	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	37	37	2	36	36	11	13	13	12	14	14
g / C, Green / Cycle	0.04	0.46	0.46	0.03	0.44	0.44	0.13	0.17	0.17	0.14	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.03	0.14	0.14	0.02	0.29	0.29	0.11	0.14	0.07	0.12	0.14	0.03
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	79	872	826	53	844	799	232	316	291	252	339	312
d1, Uniform Delay [s]	37.66	13.57	13.56	38.22	17.49	17.33	33.89	32.16	29.83	33.34	31.55	27.68
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.26	0.11	0.11	0.17	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.71	0.89	0.93	8.65	4.07	4.02	18.00	5.32	0.94	11.37	4.69	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.72	0.30	0.30	0.55	0.66	0.65	0.85	0.82	0.42	0.85	0.81	0.14
d, Delay for Lane Group [s/veh]	49.38	14.46	14.49	46.87	21.56	21.34	51.89	37.49	30.77	44.71	36.24	27.88
Lane Group LOS	D	B	B	D	C	C	D	D	C	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.34	3.00	2.83	0.68	8.43	7.75	4.59	4.90	1.99	4.51	5.09	0.67
50th-Percentile Queue Length [ft/ln]	33.42	74.89	70.78	16.92	210.84	193.74	114.80	122.58	49.77	112.63	127.34	16.77
95th-Percentile Queue Length [veh/ln]	2.41	5.39	5.10	1.22	13.20	12.31	8.11	8.53	3.58	7.99	8.79	1.21
95th-Percentile Queue Length [ft/ln]	60.15	134.80	127.40	30.46	329.90	307.87	202.65	213.37	89.58	199.66	219.87	30.18

**Movement, Approach, & Intersection Results**

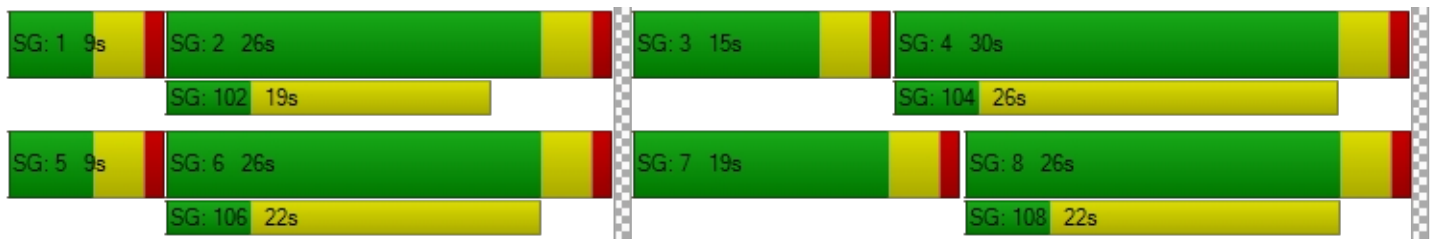
d_M, Delay for Movement [s/veh]	49.38	14.47	14.49	46.87	21.49	21.34	51.89	37.49	30.77	44.71	36.24	27.88
Movement LOS	D	B	B	D	C	C	D	D	C	D	D	C
d_A, Approach Delay [s/veh]	17.98			22.12			40.99			38.95		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	28.42											
Intersection LOS	C											
Intersection V/C	0.586											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.49	31.49	31.49	31.49
I_p,int, Pedestrian LOS Score for Intersectio	2.634	2.637	2.594	2.596
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	650
d_b, Bicycle Delay [s]	21.01	21.01	21.01	18.21
I_b,int, Bicycle LOS Score for Intersection	2.027	2.470	2.513	2.439
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 3: SR-79/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	111.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.089

**Intersection Setup**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	74	283	704	48	692	265	190	886	166	838	972	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	47	45	0	41	25	17	47	0	74	53	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]	74	330	749	48	733	290	207	933	166	912	1025	33
Peak Hour Factor	0.9310	0.9310	0.9310	0.9110	0.9110	0.9110	0.9380	0.9380	0.9380	0.8590	0.8590	0.8590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	89	201	13	201	80	55	249	44	265	298	10
Total Analysis Volume [veh/h]	79	354	805	53	805	318	221	995	177	1062	1193	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	9	47	0	5	43	0	6	26	0	6	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	51	0	9	49	0	15	30	0	30	45	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	47	47	5	45	45	10	26	26	26	42	42
g / C, Green / Cycle	0.06	0.39	0.39	0.04	0.38	0.38	0.09	0.22	0.22	0.22	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.46	0.03	0.21	0.18	0.07	0.26	0.10	0.34	0.21	0.02
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	99	1494	688	68	1425	656	271	830	382	682	1989	611
d1, Uniform Delay [s]	55.89	24.37	36.41	57.18	29.74	28.64	53.91	46.90	40.78	47.01	32.17	26.00
k, delay calibration	0.11	0.50	0.50	0.12	0.50	0.50	0.11	0.16	0.11	0.28	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.21	0.37	91.57	19.62	1.63	2.55	5.96	93.53	0.88	254.92	0.29	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.79	0.24	1.17	0.78	0.56	0.48	0.82	1.20	0.46	1.56	0.60	0.06
d, Delay for Lane Group [s/veh]	69.10	24.74	127.98	76.80	31.36	31.19	59.87	140.42	41.66	301.93	32.46	26.04
Lane Group LOS	E	C	F	E	C	C	E	F	D	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.60	3.15	35.33	1.88	8.66	6.81	3.31	22.24	4.35	33.56	8.73	0.68
50th-Percentile Queue Length [ft/ln]	64.89	78.69	883.32	46.89	216.59	170.32	82.82	556.07	108.67	838.97	218.20	16.93
95th-Percentile Queue Length [veh/ln]	4.67	5.67	50.14	3.38	13.49	11.09	5.96	32.96	7.77	52.26	13.57	1.22
95th-Percentile Queue Length [ft/ln]	116.79	141.64	1253.55	84.40	337.27	277.33	149.08	824.08	194.15	1306.41	339.33	30.47



**Movement, Approach, & Intersection Results**

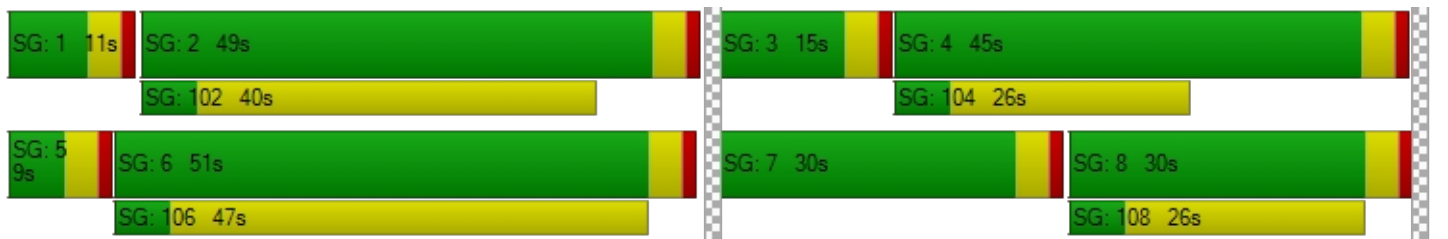
d_M, Delay for Movement [s/veh]	69.10	24.74	127.98	76.80	31.36	31.19	59.87	140.42	41.66	301.93	32.46	26.04
Movement LOS	E	C	F	E	C	C	E	F	D	F	C	C
d_A, Approach Delay [s/veh]	94.70			33.36			115.09			157.16		
Approach LOS	F			C			F			F		
d_I, Intersection Delay [s/veh]	111.01											
Intersection LOS	F											
Intersection V/C	1.089											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersectio	3.624	3.098	3.528	3.838
Crosswalk LOS	D	C	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	750	433	683
d_b, Bicycle Delay [s]	22.20	23.44	36.82	26.00
I_b,int, Bicycle LOS Score for Intersection	2.581	2.530	2.709	2.821
Bicycle LOS	B	B	B	C

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 4: Warren Rd/Simpson Rd**

Control Type:	All-way stop	Delay (sec / veh):	25.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.870

**Intersection Setup**

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

**Volumes**

Name	Warren Rd					
Base Volume Input [veh/h]	76	310	166	79	333	191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	10	45	9	26	109
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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]	101	320	211	88	359	300
Peak Hour Factor	0.8620	0.8620	0.8290	0.8290	0.8360	0.8360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	93	64	27	107	90
Total Analysis Volume [veh/h]	117	371	255	106	429	359
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings****Lanes**

Capacity per Entry Lane [veh/h]	456	539	485	513	493	530
Degree of Utilization, x	0.26	0.69	0.37	0.35	0.87	0.68

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	1.01	5.30	1.70	1.57	9.30	5.09
95th-Percentile Queue Length [ft]	25.28	132.53	42.62	39.16	232.53	127.19
Approach Delay [s/veh]	20.59		13.97		33.01	
Approach LOS	C		B		D	
Intersection Delay [s/veh]	25.11					
Intersection LOS	D					

**Intersection Level Of Service Report**  
**Intersection 5: Warren Rd/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	88.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.003

**Intersection Setup**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			⇐   ⇐			⇐   ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	5	2	0	79	2	306	293	1338	0	0	1585	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	3	0	32	26	66	0	0	94	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	0	82	2	338	319	1404	0	0	1679	120
Peak Hour Factor	0.5830	0.5830	0.5830	0.8290	0.8290	0.8290	0.9460	0.9460	0.9460	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	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	25	1	102	84	371	0	0	494	35
Total Analysis Volume [veh/h]	9	3	0	99	2	408	337	1484	0	0	1975	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	44	0	0	44	0	25	40	0	36	51	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	21	71	71	0	50	50
g / C, Green / Cycle	0.31	0.31	0.17	0.59	0.59	0.00	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.01	0.29	0.19	0.39	0.00	0.00	0.52	0.08
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	588	571	305	2257	1040	0	1596	735
d1, Uniform Delay [s]	29.10	40.75	49.53	16.22	0.00	0.00	34.79	21.94
k, delay calibration	0.11	0.37	0.50	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	14.61	83.12	1.52	0.00	0.00	112.44	0.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.02	0.89	1.11	0.66	0.00	0.00	1.24	0.19
d, Delay for Lane Group [s/veh]	29.11	55.36	132.65	17.73	0.00	0.00	147.23	22.52
Lane Group LOS	C	E	F	B	A	A	F	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.23	16.03	15.53	11.50	0.00	0.00	45.39	2.40
50th-Percentile Queue Length [ft/ln]	5.83	400.83	388.28	287.45	0.00	0.00	1134.64	59.98
95th-Percentile Queue Length [veh/ln]	0.42	22.60	23.12	17.06	0.00	0.00	65.14	4.32
95th-Percentile Queue Length [ft/ln]	10.49	565.00	578.05	426.48	0.00	0.00	1628.43	107.96

**Movement, Approach, & Intersection Results**

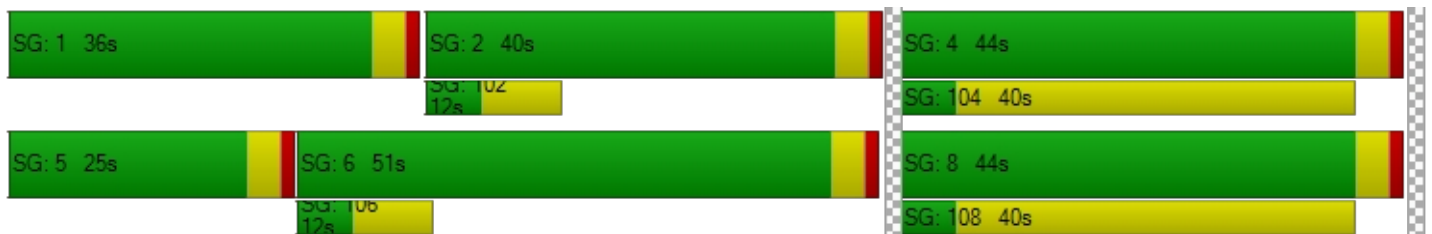
d_M, Delay for Movement [s/veh]	29.11	29.11	29.11	55.36	55.36	55.36	132.65	17.73	0.00	0.00	147.23	22.52
Movement LOS	C	C	C	E	E	E	F	B	A	A	F	C
d_A, Approach Delay [s/veh]	29.11			55.36			39.00			138.92		
Approach LOS	C			E			D			F		
d_I, Intersection Delay [s/veh]	88.27											
Intersection LOS	F											
Intersection V/C	1.003											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
I_p,int, Pedestrian LOS Score for Intersectio	1.743	2.615	3.893	3.866
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667	600	783
d_b, Bicycle Delay [s]	26.66	26.66	29.39	22.19
I_b,int, Bicycle LOS Score for Intersection	1.579	2.399	3.062	3.305
Bicycle LOS	A	B	C	C

**Sequence**

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





**Intersection Level Of Service Report  
Intersection 6: Warren Rd/SR-74**

Control Type:	Signalized	Delay (sec / veh):	45.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

**Intersection Setup**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	172	224	101	17	232	166	131	805	210	244	717	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	67	9	31	83	8	0	0	166	51	38	202	101
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	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	42	0	0	65	0	0	28
Total Hourly Volume [veh/h]	239	233	99	100	240	124	131	971	196	282	919	83
Peak Hour Factor	0.8940	0.8940	0.8940	0.8870	0.8870	0.8870	0.8610	0.8610	0.8610	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	65	28	28	68	35	38	282	57	74	240	22
Total Analysis Volume [veh/h]	267	261	111	113	271	140	152	1128	228	294	958	87
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	6	28	0	6	28	0	12	32	0	8	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	23	32	0	23	32	0	24	36	0	24	36	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	22	22	9	12	12	12	48	48	20	56	56
g / C, Green / Cycle	0.16	0.19	0.19	0.08	0.10	0.10	0.10	0.42	0.42	0.17	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.15	0.07	0.06	0.06	0.07	0.08	0.09	0.36	0.37	0.17	0.28	0.29
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	288	712	328	139	389	179	181	798	756	304	932	883
d1, Uniform Delay [s]	47.34	40.76	40.53	52.05	49.87	50.34	50.62	30.39	30.61	47.20	20.69	20.92
k, delay calibration	0.37	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.40	0.50	0.50
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]	30.47	0.32	0.61	10.59	2.25	7.20	9.98	12.18	13.68	39.13	2.51	2.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.93	0.37	0.34	0.81	0.70	0.78	0.84	0.87	0.88	0.97	0.57	0.58
d, Delay for Lane Group [s/veh]	77.81	41.08	41.14	62.64	52.12	57.54	60.60	42.57	44.29	86.33	23.19	23.75
Lane Group LOS	E	D	D	E	D	E	E	D	D	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.93	3.26	2.79	3.48	3.72	4.11	4.64	18.75	18.38	11.29	9.81	9.73
50th-Percentile Queue Length [ft/ln]	248.35	81.58	69.72	86.88	92.95	102.74	115.93	468.66	459.54	282.16	245.23	243.18
95th-Percentile Queue Length [veh/ln]	15.10	5.87	5.02	6.26	6.69	7.40	8.17	25.85	25.41	16.80	14.95	14.84
95th-Percentile Queue Length [ft/ln]	377.57	146.84	125.49	156.39	167.31	184.92	204.22	646.18	635.32	419.90	373.65	371.06

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	77.81	41.08	41.14	62.64	52.12	57.54	60.60	43.24	44.29	86.33	23.44	23.75
Movement LOS	E	D	D	E	D	E	E	D	D	F	C	C
d_A, Approach Delay [s/veh]	56.44			55.84			45.15			37.27		
Approach LOS	E			E			D			D		
d_I, Intersection Delay [s/veh]	45.71											
Intersection LOS	D											
Intersection V/C	0.769											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0			9.0			9.0			9.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	48.85			48.85			48.85			48.85		
I_p,int, Pedestrian LOS Score for Intersectio	2.762			2.852			3.366			3.247		
Crosswalk LOS	C			C			C			C		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	487			487			557			557		
d_b, Bicycle Delay [s]	32.90			32.90			29.95			29.95		
I_b,int, Bicycle LOS Score for Intersection	2.114			2.027			2.857			2.687		
Bicycle LOS	B			B			C			B		

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 7: Warren Rd/Stetson Ave**

Control Type:	All-way stop	Delay (sec / veh):	147.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.527

**Intersection Setup**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	334	92	189	271	32	41	63	2	67	73	236
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	61	16	29	68	0	0	0	0	20	0	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	395	108	218	339	32	41	63	2	87	73	281
Peak Hour Factor	0.8980	0.8980	0.8980	0.8160	0.8160	0.8160	0.7650	0.7650	0.7650	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	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	110	30	67	104	10	13	21	1	24	20	76
Total Analysis Volume [veh/h]	3	440	120	267	415	39	54	82	3	94	79	305
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	563	721	386	408	463
Degree of Utilization, x	1.17	1.53	0.36	0.23	0.83

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	20.38	38.19	1.61	0.88	8.05
95th-Percentile Queue Length [ft]	509.60	954.67	40.13	21.99	201.13
Approach Delay [s/veh]	120.71	268.15	17.49	33.54	
Approach LOS	F	F	C	D	
Intersection Delay [s/veh]	147.16				
Intersection LOS	F				

**Intersection Level Of Service Report  
Intersection 8: Warren Rd/Mustang Way**

Control Type:	Signalized	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.398

**Intersection Setup**

Name	Warren Rd		Warren Rd		Mustang Way	
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	1	0	1	0	0	0
Entry Pocket Length [ft]	190.00	100.00	105.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	500.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	



**Volumes**

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	307	150	39	285	211	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	24	7	81	40	18
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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]	366	174	46	366	251	90
Peak Hour Factor	0.8960	0.8960	0.8170	0.8170	0.8830	0.8830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	49	14	112	71	25
Total Analysis Volume [veh/h]	408	194	56	448	284	102
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	5
Maximum Green [s]	19	0	9	32	20	20
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	23	0	10	33	27	27
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	33	33	3	40	12	19
g / C, Green / Cycle	0.55	0.55	0.05	0.67	0.20	0.31
(v / s)_i Volume / Saturation Flow Rate	0.16	0.17	0.03	0.24	0.16	0.06
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1048	993	91	1273	344	552
d1, Uniform Delay [s]	7.17	7.25	27.85	4.27	23.12	14.94
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.69	0.79	6.54	0.77	5.04	0.16
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	0.29	0.30	0.61	0.35	0.83	0.18
d, Delay for Lane Group [s/veh]	7.87	8.04	34.38	5.04	28.16	15.10
Lane Group LOS	A	A	C	A	C	B
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.43	1.46	0.85	1.13	3.97	0.93
50th-Percentile Queue Length [ft/ln]	35.76	36.49	21.19	28.32	99.22	23.14
95th-Percentile Queue Length [veh/ln]	2.58	2.63	1.53	2.04	7.14	1.67
95th-Percentile Queue Length [ft/ln]	64.38	65.68	38.15	50.98	178.60	41.65

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	7.91	8.04	34.38	5.04	28.16	15.10
Movement LOS	A	A	C	A	C	B
d_A, Approach Delay [s/veh]	7.95		8.30		24.71	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	12.40					
Intersection LOS	B					
Intersection V/C	0.398					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	21.68
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.565	2.293
Crosswalk LOS	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	967	767
d_b, Bicycle Delay [s]	14.01	8.01	11.41
I_b,int, Bicycle LOS Score for Intersection	2.056	2.391	1.560
Bicycle LOS	B	B	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: Project Dwy-1/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

**Intersection Setup**

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

**Volumes**

Name	Northbound		Simpson Rd Eastbound		Simpson Rd Westbound	
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	5	32	39	21	48
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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]	13	5	277	39	21	315
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	73	10	6	83
Total Analysis Volume [veh/h]	14	5	292	41	22	332
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.74	9.45	0.00	0.00	7.96	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	2.72	2.72	0.00	0.00	1.36	0.00
d_A, Approach Delay [s/veh]	11.87		0.00		0.49	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 10: Project Dwy-2/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

**Intersection Setup**

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

**Volumes**

Name	Simpson Rd					
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	37	0	49	69
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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	1	282	0	49	336
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	74	0	13	88
Total Analysis Volume [veh/h]	0	1	297	0	52	354
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	13.32	9.11	0.00	0.00	7.94	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.13	0.00
95th-Percentile Queue Length [ft/ln]	0.09	0.09	0.00	0.00	3.18	0.00
d_A, Approach Delay [s/veh]	9.11		0.00		1.02	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.60					
Intersection LOS	A					



**Intersection Level Of Service Report**  
**Intersection 11: Project Dwy-3/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	38	0	0	118
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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	21	283	0	0	385
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	6	74	0	0	101
Total Analysis Volume [veh/h]	0	22	298	0	0	405
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.21	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.21		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 12: Project Dwy-4/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	245	0	0	267
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]	7	6	45	14	24	111
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	6	290	14	24	378
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	76	4	6	99
Total Analysis Volume [veh/h]	7	6	305	15	25	398
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	13.18	9.35	0.00	0.00	7.97	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.06	0.00
95th-Percentile Queue Length [ft/ln]	1.73	1.73	0.00	0.00	1.55	0.00
d_A, Approach Delay [s/veh]	11.41		0.00		0.47	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 13: Project Dwy-5/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	51	0	0	134
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	296	0	0	401
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	1	78	0	0	106
Total Analysis Volume [veh/h]	0	4	312	0	0	422
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.20	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.35	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.20		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 14: Project Dwy-6/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	17.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

**Intersection Setup**

Name	Northbound		Eastbound		Warren Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	300.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Northbound		Eastbound		Warren Rd	
Base Volume Input [veh/h]	0	0	476	0	0	524
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	48	7	0	132
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	524	7	0	656
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	138	2	0	173
Total Analysis Volume [veh/h]	3	0	552	7	0	691
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

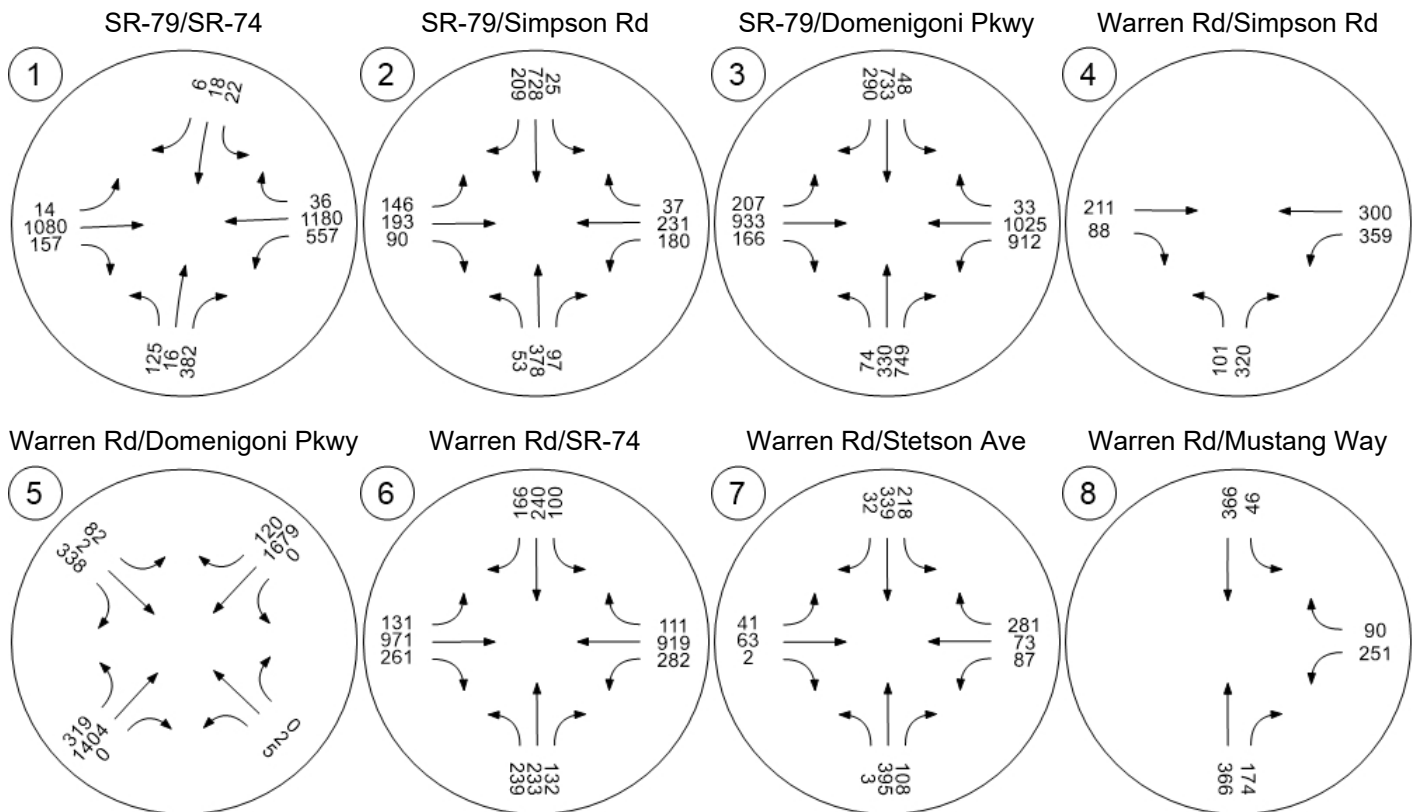
Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	17.92	10.11	0.00	0.00	8.52	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.81	0.81	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.92		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	C					



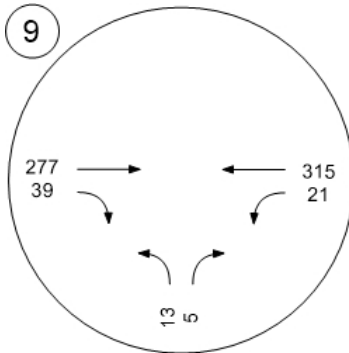
Traffic Volume - Future Total Volume



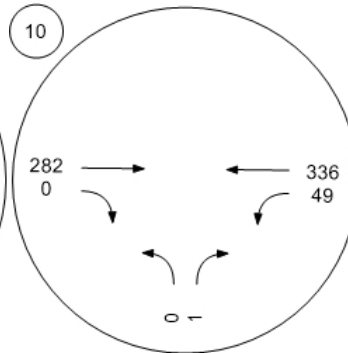
Traffic Volume - Future Total Volume



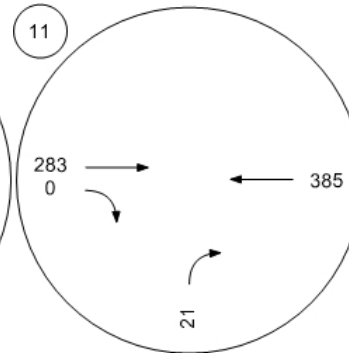
Project Dwy-1/Simpson Rd



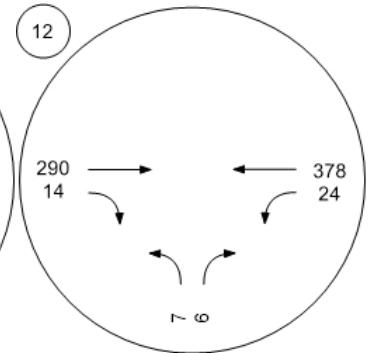
Project Dwy-2/Simpson Rd



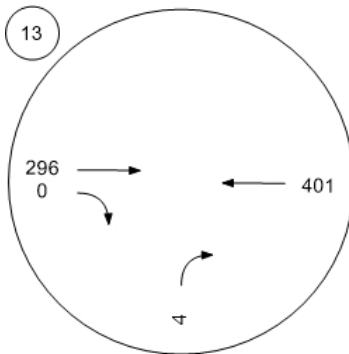
Project Dwy-3/Simpson Rd



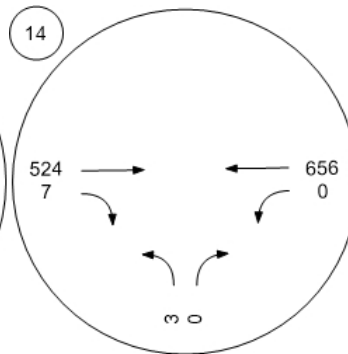
Project Dwy-4/Simpson Rd



Project Dwy-5/Simpson Rd



Project Dwy-6/Simpson Rd



## Simpson Road

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Scenario 8 Cumulative Year Plus Project PM

Report File: C:\...\ICY PM.pdf

11/1/2023

**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	EB Thru	1.033	134.3	F
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	EB Left	0.483	22.7	C
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	1.262	149.1	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.871	27.2	D
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Thru	0.931	59.9	E
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	WB Left	0.808	51.8	D
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.697	187.4	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	SB Left	0.407	11.0	B
9	Project Dwy-1/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.126	16.3	C
10	Project Dwy-2/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.006	9.4	A
11	Project Dwy-3/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.101	9.9	A
12	Project Dwy-4/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.048	17.0	C
13	Project Dwy-5/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.032	9.9	A
14	Project Dwy-6/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.034	22.9	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: SR-79/SR-74**

Control Type:	Signalized	Delay (sec / veh):	134.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.033

**Intersection Setup**

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	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	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79									SR-74		
Base Volume Input [veh/h]	145	17	557	24	17	6	25	1062	105	433	911	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	40	0	0	0	0	279	9	39	262	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]	162	17	597	24	17	6	25	1341	114	472	1173	34
Peak Hour Factor	0.9860	0.9860	0.9860	0.7860	0.7860	0.7860	0.9020	0.9020	0.9020	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	4	151	8	5	2	7	372	32	130	323	9
Total Analysis Volume [veh/h]	164	17	605	31	22	8	28	1487	126	519	1290	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	6	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	10	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	30	30	0	30	0	9	23	0	47	61	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	17	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	36	36	36	36	3	27	27	35	59	59
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.03	0.25	0.25	0.32	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.09	0.35	0.02	0.02	0.02	0.39	0.07	0.30	0.35	0.37
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	591	591	66	591	46	936	431	553	1018	965
d1, Uniform Delay [s]	27.38	36.94	25.26	25.24	53.00	41.45	33.66	36.59	18.20	18.74
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.24	0.11	0.28	0.21	0.24
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]	1.16	51.61	22.11	0.16	12.41	267.27	0.37	17.41	1.37	1.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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	0.28	1.05	0.47	0.05	0.61	1.59	0.29	0.94	0.65	0.69
d, Delay for Lane Group [s/veh]	28.55	88.55	47.37	25.40	65.41	308.72	34.03	54.00	19.58	20.64
Lane Group LOS	C	F	D	C	E	F	C	D	B	C
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.39	24.00	0.96	0.57	0.92	47.25	2.78	15.97	11.90	12.34
50th-Percentile Queue Length [ft/ln]	84.65	600.11	24.06	14.13	23.07	1181.25	69.42	399.22	297.40	308.39
95th-Percentile Queue Length [veh/ln]	6.10	33.16	1.73	1.02	1.66	72.44	5.00	22.52	17.55	18.10
95th-Percentile Queue Length [ft/ln]	152.38	828.98	43.31	25.44	41.52	1811.10	124.95	563.05	438.81	452.39

**Movement, Approach, & Intersection Results**

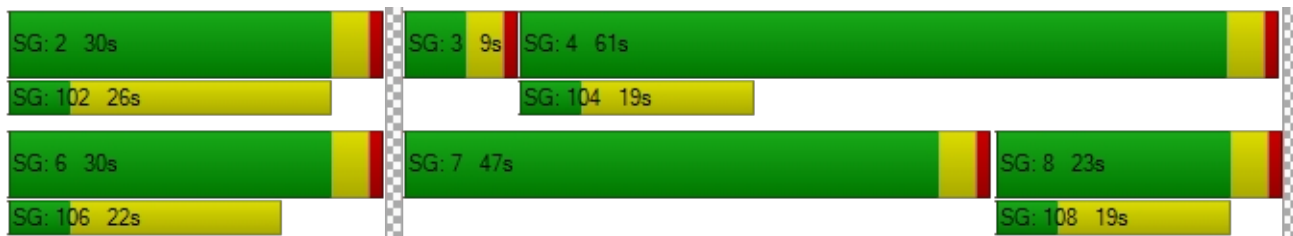
d_M, Delay for Movement [s/veh]	28.55	88.55	88.55	47.37	25.40	25.40	65.41	308.72	34.03	54.00	20.09	20.64
Movement LOS	C	F	F	D	C	C	E	F	C	D	C	C
d_A, Approach Delay [s/veh]	76.03			36.56			283.48			29.64		
Approach LOS	E			D			F			C		
d_I, Intersection Delay [s/veh]	134.26											
Intersection LOS	F											
Intersection V/C	1.033											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersectio	2.496	2.177	3.202	3.129
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	473	345	1036
d_b, Bicycle Delay [s]	32.07	32.07	37.64	12.77
I_b,int, Bicycle LOS Score for Intersection	2.857	1.660	2.913	3.083
Bicycle LOS	C	A	C	C

**Sequence**

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





**Intersection Level Of Service Report  
Intersection 2: SR-79/Simpson Rd**

Control Type:	Signalized	Delay (sec / veh):	22.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

**Intersection Setup**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	118	672	148	33	515	121	83	171	71	68	130	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	46	9	32	8	8	20	0	53	20	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	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]	118	704	194	42	547	129	91	191	71	121	150	47
Peak Hour Factor	0.9060	0.9060	0.9060	0.8780	0.8780	0.8780	0.9450	0.9450	0.9450	0.8740	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	194	54	12	156	37	24	51	19	35	43	13
Total Analysis Volume [veh/h]	130	777	214	48	623	147	96	202	75	138	172	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	8	22	0	5	19	0	6	24	0	8	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	26	0	9	23	0	10	26	0	14	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	38	38	3	34	34	5	10	10	7	12	12
g / C, Green / Cycle	0.09	0.51	0.51	0.04	0.46	0.46	0.07	0.14	0.14	0.10	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.07	0.27	0.27	0.03	0.21	0.21	0.05	0.11	0.04	0.08	0.09	0.03
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	163	965	914	74	869	823	122	262	241	173	316	291
d1, Uniform Delay [s]	33.32	12.45	12.36	35.35	13.97	13.93	34.33	31.20	29.13	33.07	28.64	26.88
k, delay calibration	0.15	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.79	2.11	2.13	8.99	1.74	1.79	11.47	4.81	0.73	8.21	1.45	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.80	0.53	0.52	0.65	0.46	0.45	0.79	0.77	0.31	0.80	0.54	0.19
d, Delay for Lane Group [s/veh]	45.10	14.56	14.49	44.34	15.71	15.73	45.80	36.02	29.86	41.28	30.10	27.18
Lane Group LOS	D	B	B	D	B	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.78	5.74	5.31	1.03	4.64	4.35	1.97	3.56	1.16	2.64	2.70	0.78
50th-Percentile Queue Length [ft/ln]	69.55	143.49	132.71	25.70	116.11	108.87	49.32	88.95	29.02	65.97	67.45	19.55
95th-Percentile Queue Length [veh/ln]	5.01	9.67	9.09	1.85	8.18	7.78	3.55	6.40	2.09	4.75	4.86	1.41
95th-Percentile Queue Length [ft/ln]	125.19	241.71	227.17	46.27	204.47	194.43	88.78	160.10	52.24	118.74	121.42	35.18

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	45.10	14.54	14.49	44.34	15.72	15.73	45.80	36.02	29.86	41.28	30.10	27.18
Movement LOS	D	B	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	18.07			17.40			37.30			33.90		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	22.70											
Intersection LOS	C											
Intersection V/C	0.483											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	29.04	29.04	29.04
I_p,int, Pedestrian LOS Score for Intersectio	2.674	2.633	2.457	2.561
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	587	507	587	693
d_b, Bicycle Delay [s]	18.73	20.91	18.73	16.01
I_b,int, Bicycle LOS Score for Intersection	2.484	2.234	2.175	2.160
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 3: SR-79/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	149.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.262

**Intersection Setup**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	99	704	1056	22	386	168	261	873	69	778	774	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	49	85	0	60	25	29	62	0	65	63	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	753	1141	22	446	193	290	935	69	843	837	25
Peak Hour Factor	0.9490	0.9490	0.9490	0.8520	0.8520	0.8520	0.8910	0.8910	0.8910	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	198	301	6	131	57	81	262	19	224	222	7
Total Analysis Volume [veh/h]	104	793	1202	26	523	227	325	1049	77	896	889	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	51	0	9	44	0	25	30	0	25	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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



**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	54	54	3	48	48	15	26	26	21	32	32
g / C, Green / Cycle	0.07	0.45	0.45	0.02	0.40	0.40	0.12	0.22	0.22	0.18	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.06	0.21	0.69	0.01	0.14	0.13	0.10	0.28	0.04	0.28	0.16	0.02
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	129	1716	790	43	1530	705	385	818	377	552	1529	469
d1, Uniform Delay [s]	54.77	22.81	32.91	57.96	24.83	24.60	51.56	47.09	38.65	49.51	38.08	32.64
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.12	0.11	0.13	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.27	0.90	240.86	12.82	0.61	1.21	5.10	129.22	0.26	283.27	0.35	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.81	0.46	1.52	0.60	0.34	0.32	0.84	1.28	0.20	1.62	0.58	0.06
d, Delay for Lane Group [s/veh]	66.03	23.70	273.77	70.78	25.44	25.81	56.66	176.31	38.91	332.78	38.43	32.69
Lane Group LOS	E	C	F	E	C	C	E	F	D	F	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.32	7.14	72.79	0.89	4.81	4.27	4.76	25.98	1.77	29.40	7.04	0.55
50th-Percentile Queue Length [ft/ln]	83.08	178.40	1819.70	22.34	120.35	106.65	119.11	649.58	44.31	734.95	175.89	13.81
95th-Percentile Queue Length [veh/ln]	5.98	11.52	111.26	1.61	8.41	7.65	8.34	38.90	3.19	46.26	11.39	0.99
95th-Percentile Queue Length [ft/ln]	149.55	287.92	2781.42	40.21	210.30	191.33	208.60	972.61	79.76	1156.51	284.64	24.85

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	66.03	23.70	273.77	70.78	25.44	25.81	56.66	176.31	38.91	332.78	38.43	32.69
Movement LOS	E	C	F	E	C	C	E	F	D	F	D	C
d_A, Approach Delay [s/veh]	169.00			27.07			142.22			183.89		
Approach LOS	F			C			F			F		
d_I, Intersection Delay [s/veh]	149.12											
Intersection LOS	F											
Intersection V/C	1.262											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.35	51.35	51.35	51.35
I_p,int, Pedestrian LOS Score for Intersectio	3.734	3.144	3.446	3.824
Crosswalk LOS	D	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	667	433	433
d_b, Bicycle Delay [s]	22.21	26.67	36.82	36.82
I_b,int, Bicycle LOS Score for Intersection	3.291	2.200	2.757	2.556
Bicycle LOS	C	B	C	B

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 4: Warren Rd/Simpson Rd**

Control Type:	All-way stop	Delay (sec / veh):	27.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.871

**Intersection Setup**

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

**Volumes**

Name	Warren Rd					
Base Volume Input [veh/h]	35	339	266	54	318	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	31	132	31	19	72
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	370	398	85	337	237
Peak Hour Factor	0.9300	0.9300	0.8400	0.8400	0.8240	0.8240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	99	118	25	102	72
Total Analysis Volume [veh/h]	52	398	474	101	409	288
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

**Lanes**

Capacity per Entry Lane [veh/h]	438	514	489	506	469	503
Degree of Utilization, x	0.12	0.77	0.59	0.57	0.87	0.57

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	0.40	6.95	3.73	3.50	9.17	3.55
95th-Percentile Queue Length [ft]	10.02	173.68	93.30	87.44	229.15	88.69
Approach Delay [s/veh]	27.67		19.40		33.31	
Approach LOS	D		C		D	
Intersection Delay [s/veh]	27.19					
Intersection LOS	D					

**Intersection Level Of Service Report**  
**Intersection 5: Warren Rd/Domenigoni Pkwy**

Control Type:	Signalized	Delay (sec / veh):	59.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.931

**Intersection Setup**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			⇐   ⇐			⇐   ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	3	3	0	68	6	309	327	1658	9	5	1283	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	0	38	39	108	0	0	90	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	0	80	6	347	366	1766	9	5	1373	60
Peak Hour Factor	0.4580	0.4580	0.4580	0.7490	0.7490	0.7490	0.9660	0.9660	0.9660	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	0	27	2	116	95	457	2	1	365	16
Total Analysis Volume [veh/h]	7	7	0	107	8	463	379	1828	9	5	1461	64
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	44	0	0	44	0	30	57	0	19	46	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	26	67	67	1	42	42
g / C, Green / Cycle	0.33	0.33	0.22	0.56	0.56	0.01	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.01	0.33	0.22	0.48	0.01	0.00	0.38	0.04
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	628	619	378	2129	981	11	1333	614
d1, Uniform Delay [s]	26.88	39.82	47.05	22.35	11.66	59.40	38.94	26.24
k, delay calibration	0.11	0.46	0.44	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	21.70	44.52	4.77	0.02	25.42	55.12	0.34
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	0.02	0.93	1.00	0.86	0.01	0.45	1.10	0.10
d, Delay for Lane Group [s/veh]	26.90	61.52	91.56	27.12	11.68	84.82	94.06	26.58
Lane Group LOS	C	E	F	C	B	F	F	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.26	19.44	15.09	19.34	0.10	0.22	27.85	1.20
50th-Percentile Queue Length [ft/ln]	6.48	485.95	377.35	483.48	2.42	5.57	696.18	29.97
95th-Percentile Queue Length [veh/ln]	0.47	26.67	21.51	26.55	0.17	0.40	38.82	2.16
95th-Percentile Queue Length [ft/ln]	11.67	666.72	537.74	663.78	4.35	10.02	970.48	53.95



**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	26.90	26.90	26.90	61.52	61.52	61.52	91.56	27.12	11.68	84.82	94.06	26.58
Movement LOS	C	C	C	E	E	E	F	C	B	F	F	C
d_A, Approach Delay [s/veh]	26.90			61.52			38.08			91.20		
Approach LOS	C			E			D			F		
d_I, Intersection Delay [s/veh]	59.90											
Intersection LOS	E											
Intersection V/C	0.931											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
I_p,int, Pedestrian LOS Score for Intersectio	1.762	2.649	3.871	3.807
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667	883	700
d_b, Bicycle Delay [s]	26.66	26.66	18.70	25.35
I_b,int, Bicycle LOS Score for Intersection	1.583	2.513	3.388	2.822
Bicycle LOS	A	B	C	C

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 6: Warren Rd/SR-74**

Control Type:	Signalized	Delay (sec / veh):	51.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

**Intersection Setup**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	227	281	280	29	176	158	158	970	176	185	762	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	66	12	49	120	12	0	0	241	78	41	235	117
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	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	82	0	0	40	0	0	64	0	0	34
Total Hourly Volume [veh/h]	293	293	247	149	188	118	158	1211	190	226	997	101
Peak Hour Factor	0.8770	0.8770	0.8770	0.8640	0.8640	0.8640	0.9720	0.9720	0.9720	0.8940	0.8940	0.8940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	84	70	43	54	34	41	311	49	63	279	28
Total Analysis Volume [veh/h]	334	334	282	172	218	137	163	1246	195	253	1115	113
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**Intersection Settings**

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

**Phasing & Timing**

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	7	30	0	5	28	0	11	32	0	7	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	28	34	0	26	32	0	25	39	0	21	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	22	22	14	12	12	13	51	51	17	55	55
g / C, Green / Cycle	0.20	0.18	0.18	0.11	0.10	0.10	0.11	0.43	0.43	0.14	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.19	0.09	0.16	0.10	0.06	0.08	0.09	0.38	0.39	0.14	0.33	0.34
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	349	703	324	200	381	175	191	809	766	248	870	824
d1, Uniform Delay [s]	47.55	43.70	47.51	52.17	51.52	52.69	52.49	32.15	32.69	51.50	26.18	26.58
k, delay calibration	0.41	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.43	0.50	0.50
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]	34.19	0.50	7.24	10.16	1.36	7.36	10.22	15.35	18.97	58.69	4.97	5.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.96	0.48	0.87	0.86	0.57	0.78	0.85	0.90	0.93	1.02	0.71	0.74
d, Delay for Lane Group [s/veh]	81.74	44.20	54.75	62.33	52.88	60.05	62.72	47.50	51.66	110.19	31.15	32.38
Lane Group LOS	F	D	D	E	D	E	E	D	D	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.13	4.49	8.81	5.43	3.08	4.22	5.20	21.67	22.06	11.20	14.38	14.39
50th-Percentile Queue Length [ft/ln]	328.30	112.37	220.34	135.71	76.90	105.50	129.94	541.74	551.56	280.03	359.45	359.86
95th-Percentile Queue Length [veh/ln]	19.07	7.97	13.68	9.25	5.54	7.59	8.94	29.30	29.77	16.86	20.60	20.62
95th-Percentile Queue Length [ft/ln]	476.87	199.29	342.06	231.23	138.42	189.73	223.41	732.60	744.14	421.38	514.92	515.41

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	81.74	44.20	54.75	62.33	52.88	60.05	62.72	49.22	51.66	110.19	31.70	32.38
Movement LOS	F	D	D	E	D	E	E	D	D	F	C	C
d_A, Approach Delay [s/veh]	60.53			57.83			50.89			45.16		
Approach LOS	E			E			D			D		
d_I, Intersection Delay [s/veh]	51.84											
Intersection LOS	D											
Intersection V/C	0.808											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
I_p,int, Pedestrian LOS Score for Intersectio	2.871	2.886	3.451	3.435
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	467	583	517
d_b, Bicycle Delay [s]	33.75	35.26	30.10	33.00
I_b,int, Bicycle LOS Score for Intersection	2.411	2.027	2.936	2.809
Bicycle LOS	B	B	C	C

**Sequence**

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



**Intersection Level Of Service Report  
Intersection 7: Warren Rd/Stetson Ave**

Control Type: All-way stop  
 Analysis Method: HCM 7th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 187.4  
 Level Of Service: F  
 Volume to Capacity (v/c): 1.697

**Intersection Setup**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+ +		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	334	66	226	327	37	48	111	7	87	82	231
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	88	27	51	79	0	0	0	0	19	0	39
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	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]	3	422	93	277	406	37	48	111	7	106	82	270
Peak Hour Factor	0.8840	0.8840	0.8840	0.9490	0.9490	0.9490	0.9170	0.9170	0.9170	0.8840	0.8840	0.8840
Other Adjustment Factor	1.0000	1.0000	1.0000	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	119	26	73	107	10	13	30	2	30	23	76
Total Analysis Volume [veh/h]	3	477	105	292	428	39	52	121	8	120	93	305
Pedestrian Volume [ped/h]	0			0			0			0		

Version 2023 (SP 0-8)

**Intersection Settings****Lanes**

Capacity per Entry Lane [veh/h]	585	759	382	397	448
Degree of Utilization, x	1.28	1.70	0.47	0.30	0.89

**Movement, Approach, & Intersection Results**

95th-Percentile Queue Length [veh]	24.93	45.25	2.46	1.25	9.48
95th-Percentile Queue Length [ft]	623.15	1131.13	61.56	31.36	237.07
Approach Delay [s/veh]	167.33	343.03	20.64	40.20	
Approach LOS	F	F	C	E	
Intersection Delay [s/veh]	187.37				
Intersection LOS	F				



**Intersection Level Of Service Report  
Intersection 8: Warren Rd/Mustang Way**

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.407

**Intersection Setup**

Name	Warren Rd		Warren Rd		Mustang Way	
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	1	0	1	0	0	0
Entry Pocket Length [ft]	190.00	100.00	105.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	500.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

**Volumes**

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	315	279	41	343	150	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	104	50	20	78	38	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	419	329	61	421	188	68
Peak Hour Factor	0.9290	0.9290	0.7770	0.7770	0.8810	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	89	20	135	53	19
Total Analysis Volume [veh/h]	451	354	79	542	213	77
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
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]	0.00

**Phasing & Timing**

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	5
Maximum Green [s]	19	0	10	33	19	19
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	23	0	10	33	27	27
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
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
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	35	35	4	43	9	17
g / C, Green / Cycle	0.59	0.59	0.06	0.71	0.15	0.28
(v / s)_i Volume / Saturation Flow Rate	0.21	0.22	0.05	0.29	0.12	0.04
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1109	1051	110	1355	269	495
d1, Uniform Delay [s]	6.60	6.70	27.60	3.46	24.47	16.13
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.92	1.06	8.56	0.88	5.22	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	0.36	0.38	0.72	0.40	0.79	0.16
d, Delay for Lane Group [s/veh]	7.52	7.76	36.17	4.34	29.68	16.28
Lane Group LOS	A	A	D	A	C	B
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.76	1.81	1.22	0.90	3.06	0.73
50th-Percentile Queue Length [ft/ln]	44.05	45.25	30.55	22.59	76.46	18.34
95th-Percentile Queue Length [veh/ln]	3.17	3.26	2.20	1.63	5.51	1.32
95th-Percentile Queue Length [ft/ln]	79.30	81.45	54.98	40.66	137.63	33.02

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	7.54	7.76	36.17	4.34	29.68	16.28
Movement LOS	A	A	D	A	C	B
d_A, Approach Delay [s/veh]	7.64		8.39		26.12	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	11.03					
Intersection LOS	B					
Intersection V/C	0.407					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	21.68
I_p,int, Pedestrian LOS Score for Intersectio	0.000	2.625	2.317
Crosswalk LOS	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	967	767
d_b, Bicycle Delay [s]	14.01	8.01	11.41
I_b,int, Bicycle LOS Score for Intersection	2.224	2.584	1.560
Bicycle LOS	B	B	A

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 9: Project Dwy-1/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.126

**Intersection Setup**

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

**Volumes**

Name	Northbound		Simpson Rd Eastbound		Simpson Rd Westbound	
Base Volume Input [veh/h]	0	0	320	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	44	3	56	19	14	46
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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]	44	3	376	19	14	529
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	1	99	5	4	139
Total Analysis Volume [veh/h]	46	3	396	20	15	557
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.13	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	16.27	10.89	0.00	0.00	8.16	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.44	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	11.06	11.06	0.00	0.00	0.99	0.00
d_A, Approach Delay [s/veh]	15.94		0.00		0.21	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.87					
Intersection LOS	C					

**Intersection Level Of Service Report**  
**Intersection 10: Project Dwy-2/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

**Intersection Setup**

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

**Volumes**

Name	Simpson Rd					
Base Volume Input [veh/h]	0	0	320	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	59	0	25	60
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	379	0	25	543
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	100	0	7	143
Total Analysis Volume [veh/h]	0	5	399	0	26	572
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	15.31	9.45	0.00	0.00	8.15	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	0.46	0.46	0.00	0.00	1.70	0.00
d_A, Approach Delay [s/veh]	9.45		0.00		0.35	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 11: Project Dwy-3/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.101

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	320	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	78	63	0	0	85
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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	78	383	0	0	568
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	101	0	0	149
Total Analysis Volume [veh/h]	0	82	403	0	0	598
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	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	9.93	0.00	0.00	0.00	0.00
Movement LOS		A	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	8.39	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.93		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 12: Project Dwy-4/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	320	0	0	483
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]	14	8	133	8	15	71
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	8	453	8	15	554
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	119	2	4	146
Total Analysis Volume [veh/h]	15	8	477	8	16	583
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	16.97	10.31	0.00	0.00	8.40	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	4.61	4.61	0.00	0.00	1.13	0.00
d_A, Approach Delay [s/veh]	14.65		0.00		0.22	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.43					
Intersection LOS	C					

**Intersection Level Of Service Report**  
**Intersection 13: Project Dwy-5/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

**Intersection Setup**

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

**Volumes**

Name	Northbound		Eastbound		Westbound	
Base Volume Input [veh/h]	0	0	320	0	0	483
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	23	141	0	0	85
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	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	23	461	0	0	568
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	6	121	0	0	149
Total Analysis Volume [veh/h]	0	24	485	0	0	598
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	9.90	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.45	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.90		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 14: Project Dwy-6/Simpson Rd**

Control Type:	Two-way stop	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

**Intersection Setup**

Name	Northbound		Eastbound		Warren Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	300.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

**Volumes**

Name	Northbound		Eastbound		Warren Rd	
Base Volume Input [veh/h]	0	0	605	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	159	4	0	84
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	764	4	0	567
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	201	1	0	149
Total Analysis Volume [veh/h]	7	0	804	4	0	597
Pedestrian Volume [ped/h]	0		0		0	



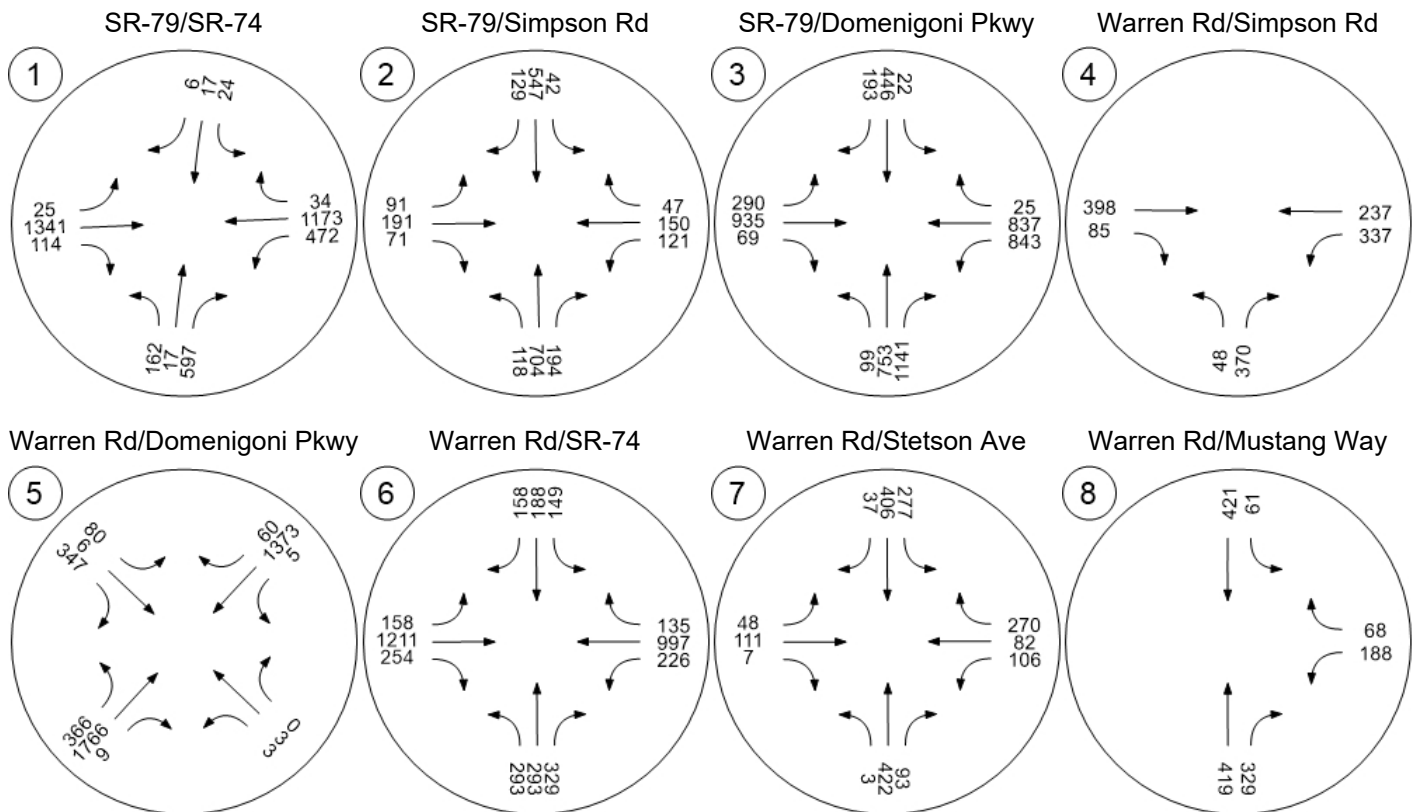
**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	22.88	11.58	0.00	0.00	9.36	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.60	2.60	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	22.88		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	C					

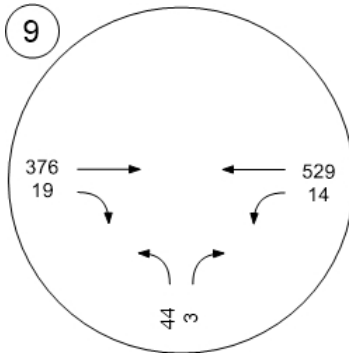
Traffic Volume - Future Total Volume



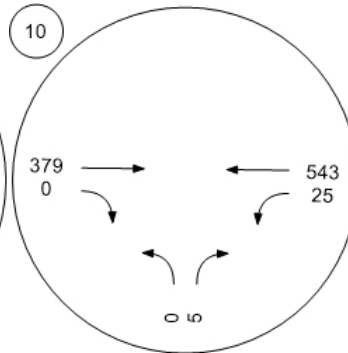
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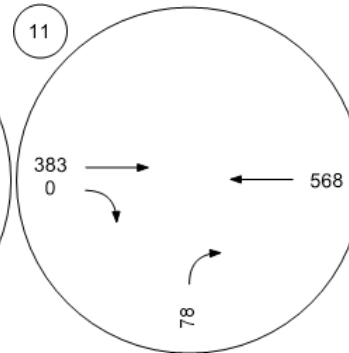
Project Dwy-1/Simpson Rd



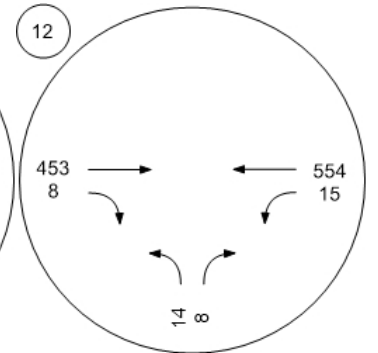
Project Dwy-2/Simpson Rd



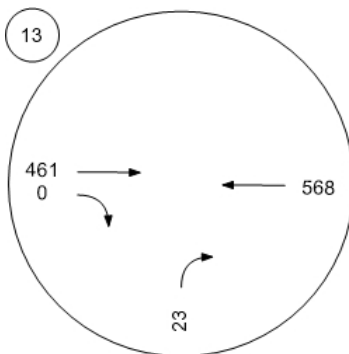
Project Dwy-3/Simpson Rd



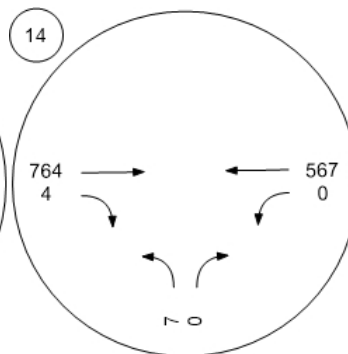
Project Dwy-4/Simpson Rd



Project Dwy-5/Simpson Rd



Project Dwy-6/Simpson Rd



Option 1: Copy of SR-79/Domenigoni Pkwy

Number	3											
Intersection	SR-79/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	74	283	704	48	692	265	190	886	166	838	972	33
Total Analysis Volume [veh/h]	79	337	756	53	773	291	203	962	177	976	1139	38

Intersection Settings

Cycle Length [s]	135											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fully actuated											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	9	47	6	5	43	6	6	26	9	6	26	5
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	12	51	44	10	49	14	14	30	12	44	60	10
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.06	0.36	0.69	0.04	0.34	0.44	0.07	0.19	0.27	0.30	0.41	0.48
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.43	0.03	0.20	0.17	0.06	0.17	0.10	0.31	0.20	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
Base Saturation Flow Rate [pc/h/ln]	4750	2800	4750	4750	2800	4750	3450	5700	4750	3450	5700	4750

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	1750	3000	1750	1750	3000	1750	3150	3700	1750	3150	3700	1750
s, saturation flow rate [veh/min]												
c, Capacity [veh/h]	104	1366	1199	69	1290	776	233	1062	482	933	2329	836
X, volume / capacity	0.76	0.25	0.63	0.77	0.60	0.38	0.87	0.91	0.37	1.05	0.49	0.05
d, Delay for Lane Group [s/veh]	77.24	30.82	14.28	81.67	39.02	26.48	71.44	57.01	41.60	75.16	29.66	18.85
Lane Group LOS	E	C	B	F	D	C	E	E	D	F	C	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.97	3.69	10.55	2.06	10.21	6.02	3.59	10.37	4.76	18.12	8.44	0.59
50th-Percentile Queue Length [ft/ln]	74.28	92.27	263.77	51.46	255.20	150.48	89.80	259.20	119.02	452.91	210.96	14.83
95th-Percentile Queue Length [veh/ln]	5.35	6.64	15.88	3.71	15.45	10.04	6.47	15.65	8.34	25.81	13.20	1.07
95th-Percentile Queue Length [ft/ln]	133.71	166.08	396.95	92.63	386.20	251.06	161.64	391.22	208.47	645.31	330.06	26.69

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	77.24	30.82	14.28	81.67	39.02	26.48	71.44	57.01	41.60	75.16	29.66	18.85
Movement LOS	E	C	B	F	D	C	E	E	D	F	C	B
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	23.28			37.78			57.16			50.10		
Approach LOS	C			D			E			D		
d_I, Intersection Delay [s/veh]	43.92											
Intersection LOS	D											
Intersection V/C	0.806											

Option 1: MIT- Warren Rd/Domenigoni Pkwy

Number	5											
Intersection	Warren Rd/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			⇌⇌⇌			⇌⇌⇌		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	5	2	0	79	2	306	293	1338	0	0	1585	111
Total Analysis Volume [veh/h]	9	3	0	99	2	376	327	1414	0	0	1865	141

Intersection Settings

Cycle Length [s]	115											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fully actuated											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	44	0	0	44	0	44	28	0	43	27	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.29			0.29			0.21	0.61	0.61	0.00	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.01			0.27			0.19	0.37	0.00	0.00	0.35	0.38
so, Base Saturation Flow per Lane [pc/h/lane]	1900			1900			1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
Estimated Flow Rate [veh/h]	1750			1750			1750	2800	1750	1750	2800	1800

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	1750	1750	1750	3600	1750	1750	3600	1800
s, saturation flow rate [veh/min]								
c, Capacity [veh/h]	563	546	359	2300	1059	0	1521	721
X, volume / capacity	0.02	0.87	0.91	0.61	0.00	0.00	0.87	0.94
d, Delay for Lane Group [s/veh]	29.17	51.26	54.41	15.50	0.00	0.00	39.05	54.68
Lane Group LOS	C	D	D	B	A	A	D	D
Critical Lane Group	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.23	13.96	9.38	9.55	0.00	0.00	16.55	20.25
50th-Percentile Queue Length [ft/ln]	5.69	349.10	234.39	238.76	0.00	0.00	413.76	506.15
95th-Percentile Queue Length [veh/ln]	0.41	20.09	14.40	14.62	0.00	0.00	23.22	27.63
95th-Percentile Queue Length [ft/ln]	10.24	502.31	359.93	365.46	0.00	0.00	580.55	690.63

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	29.17	29.17	29.17	51.26	51.26	51.26	54.41	15.50	0.00	0.00	43.54	54.68
Movement LOS	C	C	C	D	D	D	D	B	A	A	D	D
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	29.17			51.26			22.81			44.32		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	36.22											
Intersection LOS	D											
Intersection V/C	0.835											



Option 3: Copy of Warren Rd/Stetson Ave

Number	7											
Intersection	Warren Rd/Stetson Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	334	92	189	271	32	41	63	2	67	73	236
Total Analysis Volume [veh/h]	3	389	107	232	387	39	54	82	3	89	79	256

Intersection Settings

Cycle Length [s]	60											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fixed time											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	0	24	0	0	24	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	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
l1, 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	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	32	0	0	32	0	0	28	0	0	28	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.47	0.47	0.47	0.47	0.40	0.40	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.00	0.28	0.13	0.24	0.03	0.05	0.05	0.19
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3		3	
saturation flow rate [pc/h/ln]	1750	1800	1750	1800	1750	1800	1750	1800



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	1750	1800	1750	1800	1750	1800	1750	1800
s, saturation flow rate [veh/min]								
c, Capacity [veh/h]	589	840	523	840	522	720	710	720
X, volume / capacity	0.01	0.59	0.44	0.51	0.10	0.12	0.13	0.47
d, Delay for Lane Group [s/veh]	8.56	14.82	12.55	13.36	11.54	11.67	11.74	15.43
Lane Group LOS	A	B	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.02	4.04	1.70	3.23	0.40	0.62	0.65	2.99
50th-Percentile Queue Length [ft/ln]	0.43	101.06	42.40	80.66	10.09	15.52	16.34	74.65
95th-Percentile Queue Length [veh/ln]	0.03	7.28	3.05	5.81	0.73	1.12	1.18	5.38
95th-Percentile Queue Length [ft/ln]	0.77	181.90	76.32	145.18	18.16	27.93	29.42	134.38

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	8.56	14.82	14.82	12.55	13.36	13.36	11.54	11.67	11.67	11.74	15.43	15.43
Movement LOS	A	B	B	B	B	B	B	B	B	B	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	14.78			13.08			11.62			14.65		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	13.84											
Intersection LOS	B											
Intersection V/C	0.462											

Option 1: Copy of SR-79/Domenigoni Pkwy

Number	3											
Intersection	SR-79/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	99	704	1056	22	386	168	261	873	69	778	774	25
Total Analysis Volume [veh/h]	104	758	1113	26	493	197	293	989	77	827	843	27

Intersection Settings

Cycle Length [s]	120											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fully actuated											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	12	47	6	5	40	6	6	26	12	6	26	5
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	16	51	30	9	44	30	30	30	16	30	30	9
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.07	0.43	0.68	0.02	0.38	0.53	0.12	0.20	0.30	0.22	0.30	0.35
(v / s)_i Volume / Saturation Flow Rate	0.06	0.20	0.64	0.01	0.13	0.11	0.09	0.17	0.04	0.26	0.15	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
saturation flow rate [pc/h/ln]	4750	3800	4750	4750	3800	4750	3450	5700	4750	3450	5700	4750

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	1750	3000	1750	1750	3000	1750	3150	3700	1750	3150	3700	1750
s, saturation flow rate [veh/min]												
c, Capacity [veh/h]	129	1628	1187	43	1439	927	370	1124	533	682	1689	620
X, volume / capacity	0.80	0.47	0.94	0.61	0.34	0.21	0.79	0.88	0.14	1.21	0.50	0.04
d, Delay for Lane Group [s/veh]	66.28	25.45	31.94	71.11	27.26	15.48	55.36	49.21	30.48	146.80	35.09	25.45
Lane Group LOS	E	C	C	E	C	B	E	D	C	F	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.33	7.12	23.98	0.90	4.72	2.62	4.23	9.14	1.53	18.88	6.29	0.47
50th-Percentile Queue Length [ft/ln]	83.37	177.88	599.51	22.41	118.12	65.58	105.70	228.52	38.13	472.12	157.23	11.81
95th-Percentile Queue Length [veh/ln]	6.00	11.49	32.01	1.61	8.29	4.72	7.60	14.10	2.75	28.67	10.40	0.85
95th-Percentile Queue Length [ft/ln]	150.07	287.25	800.29	40.33	207.25	118.05	190.00	352.48	68.64	716.77	260.05	21.25

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	66.28	25.45	31.94	71.11	27.26	15.48	55.36	49.21	30.48	146.80	35.09	25.45
Movement LOS	E	C	C	E	C	B	E	D	C	F	D	C
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	31.26			25.61			49.47			89.38		
Approach LOS	C			C			D			F		
d_I, Intersection Delay [s/veh]	52.02											
Intersection LOS	D											
Intersection V/C	0.913											

Option 1: Copy of Warren Rd/Domenigoni Pkwy

Number	5											
Intersection	Warren Rd/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	3	0	68	6	309	327	1658	9	5	1283	55
Total Analysis Volume [veh/h]	7	7	0	107	8	438	347	1716	9	5	1365	64

Intersection Settings

Cycle Length [s]	120											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fully actuated											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	44	0	0	44	0	29	59	0	17	47	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.33			0.33			0.21	0.57	0.57	0.01	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.01			0.32			0.20	0.45	0.01	0.00	0.25	0.27
so, Base Saturation Flow per Lane [pc/h/ln]	1900			1900			1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
Estimated Flow Rate [veh/h]	1750			1750			1750	2800	1750	1750	2800	1750

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	1750	1750	1750	3600	1750	1750	3600	1800
s, saturation flow rate [veh/min]								
c, Capacity [veh/h]	619	610	362	2149	989	11	1387	657
X, volume / capacity	0.02	0.91	0.96	0.80	0.01	0.45	0.68	0.74
d, Delay for Lane Group [s/veh]	27.31	56.77	80.53	23.87	11.41	84.77	34.91	40.38
Lane Group LOS	C	E	F	C	B	F	C	D
Critical Lane Group	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.26	17.76	12.86	16.62	0.10	0.22	11.03	12.41
50th-Percentile Queue Length [ft/ln]	6.54	444.09	321.45	415.45	2.38	5.57	275.66	310.32
95th-Percentile Queue Length [veh/ln]	0.47	24.68	18.74	23.30	0.17	0.40	16.47	18.19
95th-Percentile Queue Length [ft/ln]	11.78	616.90	468.47	582.59	4.28	10.02	411.80	454.77

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	27.31	27.31	27.31	56.77	56.77	56.77	80.53	23.87	11.41	84.77	36.60	40.38
Movement LOS	C	C	C	E	E	E	F	C	B	F	D	D
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	27.31			56.77			33.30			36.93		
Approach LOS	C			E			C			D		
d_I, Intersection Delay [s/veh]	37.75											
Intersection LOS	D											
Intersection V/C	0.784											

Option 3: Copy of Warren Rd/Stetson Ave

Number	7											
Intersection	Warren Rd/Stetson Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	334	66	226	327	37	48	111	7	87	82	231
Total Analysis Volume [veh/h]	3	439	96	238	371	39	52	121	8	105	93	261

**Intersection Settings**

Cycle Length [s]	60											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fixed time											
Lost time [s]	0.00											

**Phasing & Timing (Basic)**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	0	24	0	0	24	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	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
l1, 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	2.0	0.0

**Phasing & Timing: Pattern 1**

Split [s]	0	32	0	0	32	0	0	28	0	0	28	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

g / C, Green / Cycle	0.47	0.47	0.47	0.47	0.40	0.40	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.00	0.30	0.14	0.23	0.03	0.07	0.06	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3		3	
saturation flow rate [pc/h/ln]	1750	1800	1750	1800	1750	1800	1750	1800

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	1750	1800	1750	1800	1750	1800	1750	1800
s, saturation flow rate [veh/min]								
c, Capacity [veh/h]	603	840	484	840	505	720	681	720
X, volume / capacity	0.00	0.64	0.49	0.49	0.10	0.18	0.15	0.49
d, Delay for Lane Group [s/veh]	8.56	15.82	13.43	13.08	11.54	12.18	11.97	15.84
Lane Group LOS	A	B	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.02	4.56	1.82	3.06	0.39	0.97	0.78	3.21
50th-Percentile Queue Length [ft/ln]	0.43	114.09	45.45	76.43	9.75	24.29	19.61	80.35
95th-Percentile Queue Length [veh/ln]	0.03	8.07	3.27	5.50	0.70	1.75	1.41	5.79
95th-Percentile Queue Length [ft/ln]	0.77	201.68	81.81	137.58	17.55	43.72	35.30	144.63

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	8.56	15.82	15.82	13.43	13.08	13.08	11.54	12.18	12.18	11.97	15.84	15.84
Movement LOS	A	B	B	B	B	B	B	B	B	B	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	15.78			13.21			12.00			14.95		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	14.28											
Intersection LOS	B											
Intersection V/C	0.494											

Option 2: Copy of SR-79/SR-74

Number	1											
Intersection	SR-79/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	118	16	354	22	18	6	14	891	141	523	945	36
Total Analysis Volume [veh/h]	132	17	403	27	22	7	17	1315	191	602	1276	39

Intersection Settings

Cycle Length [s]	120											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Semi-actuated											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	6	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Maximum Green [s]	0	26	26	0	26	0	5	19	0	8	22	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	17	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	30	30	0	30	0	48	44	0	46	42	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	10	0	10	0	5	10	0	5	10	0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.22	0.22	0.60	0.22	0.22	0.02	0.33	0.33	0.35	0.66	0.66	
(v / s)_i Volume / Saturation Flow Rate	0.08	0.01	0.23	0.02	0.02	0.01	0.35	0.11	0.34	0.35	0.37	
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Arrival type	3			3			3			3		
Estimated Flow Rate [veh/h]	4750	4800	4750	4750	4800	4750	2800	4750	4750	4800	4800	



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s, saturation flow rate [veh/min]	1750	1900	1750	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	388	412	1050	398	390	34	1267	583	613	1261	1195
X, volume / capacity	0.34	0.04	0.38	0.07	0.07	0.50	1.04	0.33	0.98	0.52	0.55
d, Delay for Lane Group [s/veh]	42.20	37.34	13.54	37.72	37.79	69.24	63.32	30.26	69.26	10.72	11.18
Lane Group LOS	D	D	B	D	D	E	F	C	E	B	B
Critical Lane Group	No	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.57	0.42	5.78	0.67	0.72	0.62	22.47	4.20	22.45	8.47	8.76
50th-Percentile Queue Length [ft/ln]	89.31	10.50	144.53	16.83	18.12	15.39	561.85	104.97	561.15	211.74	218.90
95th-Percentile Queue Length [veh/ln]	6.43	0.76	9.72	1.21	1.30	1.11	31.03	7.56	30.22	13.24	13.61
95th-Percentile Queue Length [ft/ln]	160.75	18.90	243.11	30.30	32.61	27.70	775.63	188.94	755.40	331.06	340.22

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	42.20	37.34	13.54	37.72	37.79	37.79	69.24	63.32	30.26	69.26	10.94	11.18
Movement LOS	D	D	B	D	D	D	E	F	C	E	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	21.12			37.76			59.24			29.26		
Approach LOS	C			D			E			C		
d_I, Intersection Delay [s/veh]	39.55											
Intersection LOS	D											
Intersection V/C	0.836											

Option 1: Copy of SR-79/Domenigoni Pkwy

Number	3											
Intersection	SR-79/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	74	283	704	48	692	265	190	886	166	838	972	33
Total Analysis Volume [veh/h]	79	354	805	53	805	318	221	995	177	1062	1193	38

Intersection Settings

Cycle Length [s]	155											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fully actuated											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	9	47	6	5	43	6	6	26	9	6	26	5
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	14	51	57	15	52	18	18	32	14	57	71	15
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.06	0.33	0.70	0.04	0.31	0.43	0.09	0.18	0.27	0.34	0.43	0.50
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.46	0.03	0.21	0.18	0.07	0.17	0.10	0.34	0.21	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
saturation flow rate [pc/h/ln]	4750	2800	4750	4750	2800	4750	3450	5700	4750	3450	5700	4750

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	1750	3000	1750	1750	3000	1750	3150	3700	1750	3150	3700	1750
s, saturation flow rate [veh/min]												
c, Capacity [veh/h]	113	1271	1229	69	1177	745	285	1030	474	1077	2464	871
X, volume / capacity	0.70	0.28	0.66	0.76	0.68	0.43	0.78	0.97	0.37	0.99	0.48	0.04
d, Delay for Lane Group [s/veh]	82.86	38.40	15.46	89.38	50.10	33.01	73.52	70.34	48.07	60.52	31.74	20.00
Lane Group LOS	F	D	B	F	D	C	E	E	D	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.33	4.81	13.34	2.32	13.42	8.24	4.30	13.07	5.59	20.59	10.08	0.67
50th-Percentile Queue Length [ft/ln]	83.32	120.29	333.56	57.97	335.53	205.93	107.55	326.82	139.87	514.75	251.89	16.79
95th-Percentile Queue Length [veh/ln]	6.00	8.41	19.33	4.17	19.43	12.94	7.70	19.00	9.47	28.03	15.28	1.21
95th-Percentile Queue Length [ft/ln]	149.98	210.22	483.32	104.34	485.74	323.60	192.60	475.06	236.85	700.79	382.04	30.23

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	82.86	38.40	15.46	89.38	50.10	33.01	73.52	70.34	48.07	60.52	31.74	20.00
Movement LOS	F	D	B	F	D	C	E	E	D	E	C	C
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	26.32			47.25			68.02			44.88		
Approach LOS	C			D			E			D		
d_I, Intersection Delay [s/veh]	46.85											
Intersection LOS	D											
Intersection V/C	0.839											

Option 2: Copy of Warren Rd/Domenigoni Pkwy

Number	5											
Intersection	Warren Rd/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	5	2	0	79	2	306	293	1338	0	0	1585	111
Total Analysis Volume [veh/h]	9	3	0	99	2	408	337	1484	0	0	1975	141

Intersection Settings

Cycle Length [s]	110											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fully actuated											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	40	0	0	40	0	6	13	0	10	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	44	0	0	44	0	25	40	0	36	51	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		Yes	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.31			0.31			0.19	0.58	0.58	0.62	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.01			0.29			0.19	0.39	0.00	0.00	0.37	0.40
so, Base Saturation Flow per Lane [pc/h/lane]	1900			1900			1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
Estimated Flow Rate [veh/h]	1750			1750			1750	2800	1750	1750	2800	1750

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	1750	1750	1750	3500	1750	1750	3500	1800
s, saturation flow rate [veh/min]								
c, Capacity [veh/h]	598	580	332	2211	1018	709	1489	705
X, volume / capacity	0.02	0.88	1.01	0.67	0.00	0.00	0.94	1.01
d, Delay for Lane Group [s/veh]	26.44	48.54	94.32	17.43	0.00	0.00	45.07	70.98
Lane Group LOS	C	D	F	B	A	A	D	F
Critical Lane Group	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.21	14.12	12.91	10.61	0.00	0.00	18.32	23.74
50th-Percentile Queue Length [ft/ln]	5.22	352.98	322.65	265.33	0.00	0.00	457.94	593.38
95th-Percentile Queue Length [veh/ln]	0.38	20.28	18.94	15.96	0.00	0.00	25.34	32.06
95th-Percentile Queue Length [ft/ln]	9.39	507.04	473.43	398.90	0.00	0.00	633.42	801.53

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	26.44	26.44	26.44	48.54	48.54	48.54	94.32	17.43	0.00	0.00	52.61	70.98
Movement LOS	C	C	C	D	D	D	F	B	A	A	D	E
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	26.44			48.54			31.66			53.84		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	44.10											
Intersection LOS	D											
Intersection V/C	0.881											

Option 3: Copy of Warren Rd/Stetson Ave

Number	7											
Intersection	Warren Rd/Stetson Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	334	92	189	271	32	41	63	2	67	73	236
Total Analysis Volume [veh/h]	3	440	120	267	415	39	54	82	3	94	79	305

**Intersection Settings**

Cycle Length [s]	60											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fixed time											
Lost time [s]	0.00											

**Phasing & Timing (Basic)**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	0	24	0	0	24	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	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
l1, 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	2.0	0.0

**Phasing & Timing: Pattern 1**

Split [s]	0	32	0	0	32	0	0	28	0	0	28	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

g / C, Green / Cycle	0.47	0.47	0.47	0.47	0.40	0.40	0.40	0.40	
(v / s)_i Volume / Saturation Flow Rate	0.00	0.31	0.15	0.25	0.03	0.05	0.05	0.21	
so, Base Saturation Flow per Lane [pc/h/lane]	1900	1900	1900	1900	1900	1900	1900	1900	
Arrival type	3			3			3		
saturation flow rate [pc/h/lane]	1750	1800	1750	1800	1750	1800	1750	1800	

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	1750	1800	1750	1800	1750	1800	1750	1800
s, saturation flow rate [veh/min]								
c, Capacity [veh/h]	564	840	457	840	477	720	710	720
X, volume / capacity	0.01	0.67	0.58	0.54	0.11	0.12	0.13	0.53
d, Delay for Lane Group [s/veh]	8.57	16.56	15.46	13.90	11.63	11.67	11.80	16.55
Lane Group LOS	A	B	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.02	4.93	2.22	3.54	0.41	0.62	0.69	3.59
50th-Percentile Queue Length [ft/ln]	0.43	123.26	55.43	88.42	10.24	15.52	17.32	89.85
95th-Percentile Queue Length [veh/ln]	0.03	8.57	3.99	6.37	0.74	1.12	1.25	6.47
95th-Percentile Queue Length [ft/ln]	0.78	214.29	99.78	159.15	18.43	27.93	31.18	161.72

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	8.57	16.56	16.56	15.46	13.90	13.90	11.63	11.67	11.67	11.80	16.55	16.55
Movement LOS	A	B	B	B	B	B	B	B	B	B	B	B
Critical Movement	No	Yes	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	16.51			14.48			11.65			15.61		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	15.16											
Intersection LOS	B											
Intersection V/C	0.524											

Option 2: NEW MIT of SR-79/SR-74

Number	1											
Intersection	SR-79/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	145	17	557	24	17	6	25	1062	105	433	911	34
Total Analysis Volume [veh/h]	164	17	605	31	22	8	28	1487	126	519	1290	37

Intersection Settings

Cycle Length [s]	120											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Semi-actuated											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	6	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	17	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	30	30	0	30	0	58	49	0	41	32	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	10	0	10	0	5	10	0	5	10	0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.22	0.22	0.56	0.22	0.22	0.03	0.38	0.38	0.31	0.66	0.66	
(v / s)_i Volume / Saturation Flow Rate	0.09	0.01	0.35	0.02	0.02	0.02	0.39	0.07	0.30	0.35	0.37	
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Arrival type	3			3			3			3		
Estimated Flow Rate [veh/h]	4750	4800	4750	4750	4800	4750	3800	4750	4750	4800	4800	



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	1750	1900	1750	1750	1800	1750	3800	1750	1750	1900	1800
s, saturation flow rate [veh/min]											
c, Capacity [veh/h]	387	412	977	398	390	47	1425	656	540	1247	1182
X, volume / capacity	0.42	0.04	0.62	0.08	0.08	0.59	1.04	0.19	0.96	0.53	0.56
d, Delay for Lane Group [s/veh]	44.01	37.34	20.84	37.86	37.82	69.09	62.23	25.39	68.57	11.30	11.78
Lane Group LOS	D	D	C	D	D	E	F	C	E	B	B
Critical Lane Group	No	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.57	0.42	11.75	0.78	0.75	0.99	25.36	2.46	19.04	8.86	9.15
50th-Percentile Queue Length [ft/ln]	114.16	10.50	293.66	19.38	18.76	24.76	633.96	61.57	476.08	221.57	228.72
95th-Percentile Queue Length [veh/ln]	8.07	0.76	17.37	1.40	1.35	1.78	34.65	4.43	26.20	13.74	14.11
95th-Percentile Queue Length [ft/ln]	201.77	18.90	434.18	34.89	33.76	44.57	866.22	110.82	655.00	343.62	352.73

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	44.01	37.34	20.84	37.86	37.82	37.82	69.09	62.23	25.39	68.57	11.53	11.78
Movement LOS	D	D	C	D	D	D	E	F	C	E	B	B
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	26.03			37.84			59.52			27.57		
Approach LOS	C			D			E			C		
d_I, Intersection Delay [s/veh]	39.53											
Intersection LOS	D											
Intersection V/C	0.921											

Option 1: FIXED SR-79/Domenigoni Pkwy

Number	3											
Intersection	SR-79/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	99	704	1056	22	386	168	261	873	69	778	774	25
Total Analysis Volume [veh/h]	104	793	1202	26	523	227	325	1049	77	896	889	27

Intersection Settings

Cycle Length [s]	185											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fully actuated											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	30	30	30	30	30	30	30	30	30	30	30	30
Amber [s]	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	20	55	62	12	47	30	30	56	20	62	88	12
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.07	0.27	0.60	0.02	0.22	0.37	0.12	0.27	0.37	0.30	0.45	0.51
(v / s)_i Volume / Saturation Flow Rate	0.06	0.21	0.69	0.01	0.14	0.13	0.10	0.28	0.04	0.28	0.16	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
saturation flow rate [pc/h/ln]	4750	2800	4750	4750	2800	4750	3450	2800	4750	3450	5700	4750

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	1750	3000	1750	1750	3000	1750	3150	3000	1750	3150	3700	1750
s, saturation flow rate [veh/min]												
c, Capacity [veh/h]	122	1013	1053	37	829	650	365	1009	651	938	2550	885
X, volume / capacity	0.86	0.78	1.14	0.71	0.63	0.35	0.89	1.04	0.12	0.96	0.35	0.03
d, Delay for Lane Group [s/veh]	100.46	68.88	112.10	112.41	69.22	43.50	88.14	93.13	38.21	70.37	33.55	22.98
Lane Group LOS	F	E	F	F	E	D	F	F	D	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	5.31	17.47	64.23	1.44	11.24	7.53	7.81	26.37	2.25	20.65	8.41	0.58
50th-Percentile Queue Length [ft/ln]	132.74	436.85	1605.77	35.94	281.11	188.32	195.17	659.24	56.32	516.32	210.22	14.43
95th-Percentile Queue Length [veh/ln]	9.09	24.33	86.41	2.59	16.74	12.03	12.39	35.68	4.05	28.11	13.16	1.04
95th-Percentile Queue Length [ft/ln]	227.22	608.24	2160.34	64.70	418.59	300.85	309.72	891.90	101.37	702.64	329.11	25.98

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	100.46	68.88	112.10	112.41	69.22	43.50	88.14	93.13	38.21	70.37	33.55	22.98
Movement LOS	F	E	F	F	E	D	F	F	D	E	C	C
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	95.19			63.14			89.09			51.60		
Approach LOS	F			E			F			D		
d_I, Intersection Delay [s/veh]	76.83											
Intersection LOS	E											
Intersection V/C	0.595											

Option 1: MIT Warren Rd/Domenigoni Pkwy

Number	5											
Intersection	Warren Rd/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	3	0	68	6	309	327	1658	9	5	1283	55
Total Analysis Volume [veh/h]	7	7	0	107	8	463	379	1828	9	5	1461	64

**Intersection Settings**

Cycle Length [s]	120											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fully actuated											
Lost time [s]	0.00											

**Phasing & Timing (Basic)**

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

**Phasing & Timing: Pattern 1**

Split [s]	0	44	0	0	44	0	30	57	0	19	46	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

g / C, Green / Cycle	0.33			0.33			0.22	0.56	0.56	0.01	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.01			0.33			0.22	0.48	0.01	0.00	0.27	0.29
so, Base Saturation Flow per Lane [pc/h/ln]	1900			1900			1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
Estimated Flow Rate [veh/h]	1750			1750			1750	2800	1750	1750	2800	1750

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	1750	1750	1750	3600	1750	1750	3600	1800
s, saturation flow rate [veh/min]								
c, Capacity [veh/h]	628	619	378	2129	981	11	1333	632
X, volume / capacity	0.02	0.93	1.00	0.86	0.01	0.45	0.76	0.82
d, Delay for Lane Group [s/veh]	26.90	61.52	91.56	27.12	11.68	84.82	38.41	46.85
Lane Group LOS	C	E	F	C	B	F	D	D
Critical Lane Group	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.26	19.44	15.09	19.34	0.10	0.22	12.51	14.48
50th-Percentile Queue Length [ft/ln]	6.48	485.95	377.35	483.48	2.42	5.57	312.82	361.88
95th-Percentile Queue Length [veh/ln]	0.47	26.67	21.51	26.55	0.17	0.40	18.31	20.71
95th-Percentile Queue Length [ft/ln]	11.67	666.72	537.74	663.78	4.35	10.02	457.85	517.87

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	26.90	26.90	26.90	61.52	61.52	61.52	91.56	27.12	11.68	84.82	41.03	46.85
Movement LOS	C	C	C	E	E	E	F	C	B	F	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	26.90			61.52			38.08			41.42		
Approach LOS	C			E			D			D		
d_I, Intersection Delay [s/veh]	42.35											
Intersection LOS	D											
Intersection V/C	0.834											

Option 3: Copy of Warren Rd/Stetson Ave

Number	7											
Intersection	Warren Rd/Stetson Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	334	66	226	327	37	48	111	7	87	82	231
Total Analysis Volume [veh/h]	3	477	105	292	428	39	52	121	8	120	93	305

Intersection Settings

Cycle Length [s]	60											
Active Pattern	Pattern 1											
Coordination Type	Time of Day Pattern Coordinated											
Actuation Type	Fixed time											
Lost time [s]	0.00											

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	29	0	0	29	0	0	23	0	0	23	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	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
l1, 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	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	33	0	0	33	0	0	27	0	0	27	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.48	0.48	0.48	0.48	0.38	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.00	0.32	0.17	0.26	0.03	0.07	0.07	0.22
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3		3	
saturation flow rate [pc/h/ln]	1750	1800	1750	1800	1750	1800	1750	1800

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	1750	1800	1750	1800	1750	1800	1750	1800
s, saturation flow rate [veh/min]								
c, Capacity [veh/h]	591	870	475	870	426	690	649	690
X, volume / capacity	0.01	0.67	0.61	0.54	0.12	0.19	0.18	0.58
d, Delay for Lane Group [s/veh]	8.04	15.90	15.44	13.18	12.34	12.89	12.88	18.14
Lane Group LOS	A	B	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.02	4.93	2.38	3.47	0.42	1.02	0.95	3.98
50th-Percentile Queue Length [ft/ln]	0.41	123.29	59.47	86.69	10.42	25.40	23.72	99.57
95th-Percentile Queue Length [veh/ln]	0.03	8.57	4.28	6.24	0.75	1.83	1.71	7.17
95th-Percentile Queue Length [ft/ln]	0.74	214.34	107.05	156.04	18.76	45.72	42.69	179.23

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	8.04	15.90	15.90	15.44	13.18	13.18	12.34	12.89	12.89	12.88	18.14	18.14
Movement LOS	A	B	B	B	B	B	B	B	B	B	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	15.86			14.05			12.73			16.92		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	15.18											
Intersection LOS	B											
Intersection V/C	0.544											

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*APPENDIX D – SIGNAL WARRANT*

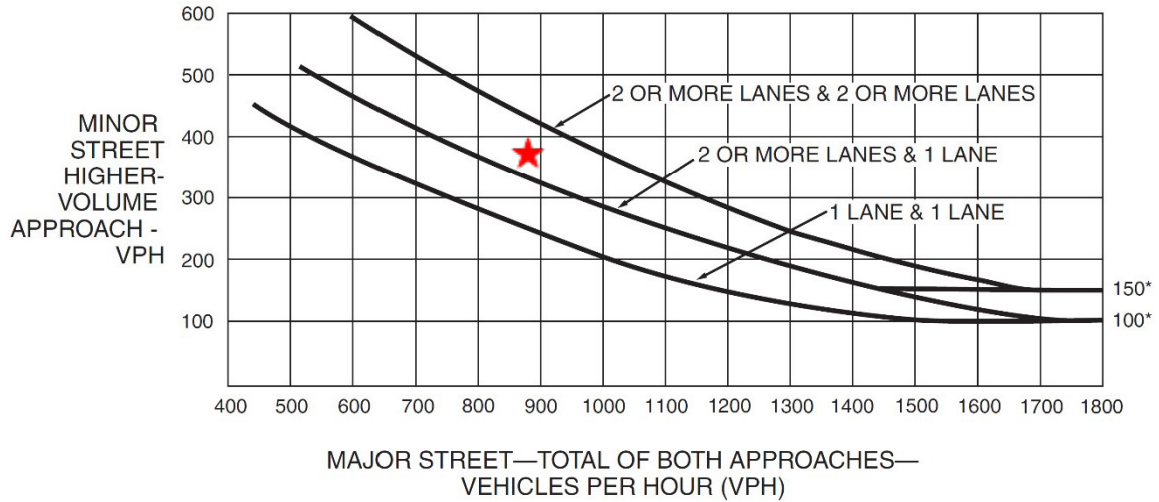
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Intersection #7 Warren Road/Stetson Avenue  
Existing AM

Minor Street Approach - 362 vehicles  
Major Street (Both Approaches) – 886 vehicles  
Meets Warrant -Yes

Figure 4C-3. Warrant 3, Peak Hour

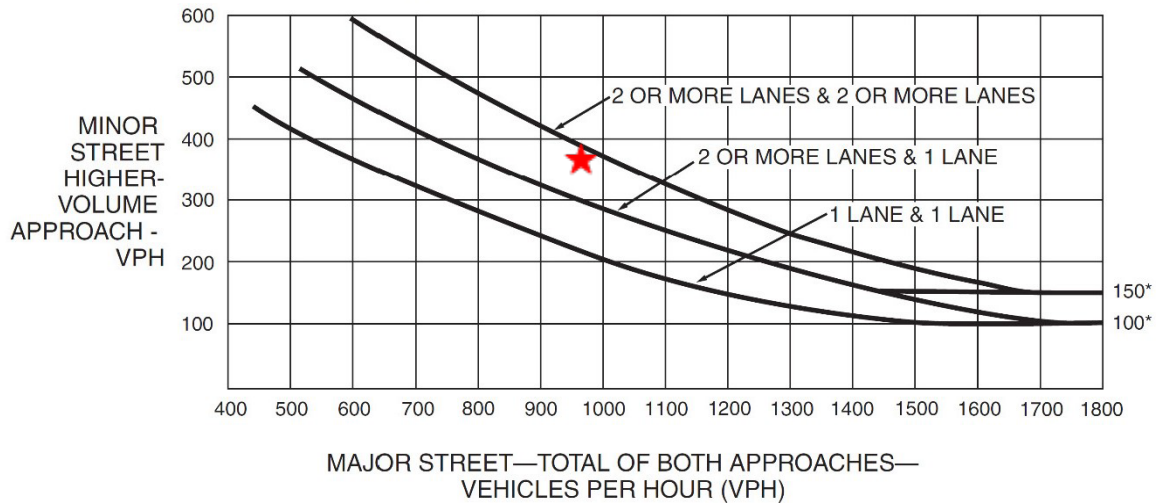


\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Intersection #7 Warren Road/Stetson Avenue  
Existing PM

Minor Street Approach - 386 vehicles  
Major Street (Both Approaches) – 955 vehicles  
Meets Warrant - Yes

Figure 4C-3. Warrant 3, Peak Hour



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