

# GOODMAN COMMERCE CENTER

## TRAFFIC ANALYSIS

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## TABLE OF CONTENTS

Table of Contents .....	ii
Appendices.....	iv
List of Exhibits.....	v
List of Tables .....	vi
List of Abbreviated Terms .....	vii
<b>1 Introduction.....</b>	<b>1</b>
1.1 Summary of Findings .....	1
1.2 Project Overview .....	1
1.3 Analysis Scenarios .....	4
1.4 Study Area .....	4
1.5 Deficiencies .....	5
1.6 Recommendations.....	7
1.7 Truck Access .....	8
1.8 Queuing Analysis .....	16
<b>2 Methodologies .....</b>	<b>17</b>
2.1 Level of Service.....	17
2.2 Intersection Capacity Analysis.....	17
2.3 Traffic Signal Warrant Analysis Methodology .....	20
2.4 Minimum Acceptable Levels of Service (LOS).....	21
2.5 Deficiency Criteria .....	21
<b>3 Area Conditions .....</b>	<b>23</b>
3.1 Existing Circulation Network .....	23
3.2 City of Cypress General Plan Circulation Element .....	23
3.3 Bicycle & Pedestrian Facilities.....	27
3.4 Transit Service.....	27
3.5 Truck Routes.....	27
3.6 Existing (2023) Traffic Counts.....	32
3.7 Intersection Operations Analysis.....	34
3.8 Traffic Signal Warrants Analysis .....	34
<b>4 Projected Future Traffic .....</b>	<b>35</b>
4.1 Project Trip Generation .....	35
4.2 Project Trip Distribution.....	38
4.3 Modal Split.....	41
4.4 Project Trip Assignment.....	41
4.5 Background Traffic.....	41
4.6 Cumulative Development Traffic.....	41
4.7 Near-Term Traffic Conditions.....	45
<b>5 E+P Traffic Conditions.....</b>	<b>47</b>
5.1 Roadway Improvements .....	47

- 5.2 E+P Traffic Volume Forecasts ..... 47
- 5.3 Intersection Operations Analysis ..... 47
- 5.4 Traffic Signal Warrants Analysis ..... 47
- 5.5 Near-Term Deficiencies and Improvements..... 47
- 6 Future Year (2025) Traffic Conditions ..... 51
  - 6.1 Roadway Improvements ..... 51
  - 6.2 Without Project Traffic Volume Forecasts ..... 51
  - 6.3 With Project Traffic Volume Forecasts ..... 51
  - 6.4 Intersection Operations Analysis ..... 51
  - 6.5 Traffic Signal Warrants Analysis ..... 55
  - 6.6 Project Deficiencies and Recommended Improvements..... 55
- 7 Local and Regional Funding Mechanisms ..... 57
  - 7.1 Development Impact Fee Program..... 57
- 8 References..... 59

**APPENDICES**

Appendix 1.1: Approved Traffic Study Scoping Agreement

Appendix 1.2: Site Adjacent Queues

Appendix 3.1: Traffic Counts

Appendix 3.2: Existing (2023) Conditions Intersection Operations Analysis Worksheets

Appendix 3.3: Existing (2023) Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 5.1: Existing plus Project Conditions Intersection Operations Analysis Worksheets

Appendix 5.2: Existing Plus Project Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 6.1: Future Year (2025) Without Project Conditions Intersection Operations Analysis Worksheets

Appendix 6.2: Future Year (2025) With Project Conditions Intersection Operations Analysis Worksheets

Appendix 6.3: Future Year (2025) Without Project Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 6.4: Future Year (2025) With Project Conditions Traffic Signal Warrant Analysis Worksheets

## LIST OF EXHIBITS

Exhibit 1-1: Location Map.....	2
Exhibit 1-2: Preliminary Site Plan .....	3
Exhibit 1-3: Study Area.....	6
Exhibit 1-4: inbound Truck Access at Driveway 1.....	9
Exhibit 1-5: Outbound Truck Access at Driveway 1 .....	10
Exhibit 1-6: inbound Truck Access at Driveway 2.....	11
Exhibit 1-7: Outbound Truck Access at Driveway 2 .....	12
Exhibit 1-8: Inbound On-Site Truck Circulation via Driveway 2.....	13
Exhibit 1-9: Outbound On-Site Truck Circulation via Driveway 2 .....	14
Exhibit 1-10: Loading Dock Truck Circulation .....	15
Exhibit 3-1: Existing Number of Through Lanes and Intersection Controls.....	24
Exhibit 3-2: City of Cypress General Plan Circulation Element.....	25
Exhibit 3-3: City of Cypress General Plan Roadway Cross-Sections .....	26
Exhibit 3-4: City of Cypress General Plan Bike Network.....	28
Exhibit 3-5: Existing Pedestrian Facilities .....	29
Exhibit 3-6: Existing Transit Routes.....	30
Exhibit 3-7: City of Cypress Truck Routes.....	31
Exhibit 3-8: Existing (2023) Traffic Volumes (PCE).....	33
Exhibit 4-1: Project (Truck) Trip Distribution.....	39
Exhibit 4-2: Project (Passenger Car) Trip Distribution .....	40
Exhibit 4-3: Project Only Traffic volumes (PCE) .....	42
Exhibit 4-4: Cumulative Development Location Map .....	43
Exhibit 4-5: Cumulative Only Traffic Volumes (PCE) .....	44
Exhibit 5-1: E+P Traffic Volumes (PCE).....	48
Exhibit 6-1: Future Year (2025) Without Project Traffic Volumes (PCE).....	52
Exhibit 6-2: Future Year (2025) With Project Traffic Volumes (PCE).....	53

## LIST OF TABLES

Table 1-1: Intersection Analysis Locations .....	5
Table 1-2: Summary of LOS.....	5
Table 1-3: Peak Hour Queuing Analysis .....	16
Table 2-1 Intersection Capacity Utilization (ICU) LOS Definitions.....	18
Table 2-2: Signalized Intersection LOS Thresholds.....	19
Table 2-3: Unsignalized Intersection LOS Thresholds .....	20
Table 2-4: Traffic Signal Warrant Analysis Locations.....	21
Table 2-5: HCM Signalized Intersection Deficiency Criteria.....	21
Table 2-6: ICU Intersection Deficiency Criteria.....	22
Table 3-1: Intersection Analysis for Existing (2023) Conditions .....	34
Table 4-1: Existing Trip Generation Summary.....	35
Table 4-2: Trip Generation Rates.....	36
Table 4-3: Project Trip Generation Summary.....	37
Table 4-4: Trip Generation Comparison.....	38
Table 4-5: Cumulative Development land use Summary .....	45
Table 4-6: Cumulative Development Trip Generation Summary.....	45
Table 5-1: Intersection Analysis for E+P Conditions .....	49
Table 6-1: Intersection Analysis for Future Year (2025) Conditions .....	54
Table 7-1: Estimated Fee Obligation .....	57

## LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CAMUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CMP	Congestion Management Program
E+P	Existing plus Project
HCM	Highway Capacity Manual
ICU	Intersection Capacity Utilization
ITE	Institute of Transportation Engineers
LOS	Level of Service
OCTA	Orange County Transit Authority
PCE	Passenger Car Equivalent
PHF	Peak Hour Factor
Project	Goodman Commerce Center
SCAQMD	South Coast Air Quality Management District
TA	Traffic Analysis
v/c	Volume to Capacity
vphgpl	Vehicles per Hour Green per Lane

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# 1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for Goodman Commerce Center development ("Project"), which is located at 5665 Plaza Drive (Assessor's Parcel Number: 241-101-26) in the City of Cypress, as shown on Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with the City's General Plan level of service goals and policies. This TA has been prepared in accordance with the City's Transportation Operational Assessment (Level-Of-Service Traffic Study) Guidelines (dated April 2023) and through consultation with City of Cypress staff during the scoping process. (1) The Project traffic study scoping agreement is provided in Appendix 1.1 of this TA, which has been reviewed and approved by the City of Cypress.

## 1.1 SUMMARY OF FINDINGS

The Project is to construct the following improvements as design features in conjunction with development of the site:

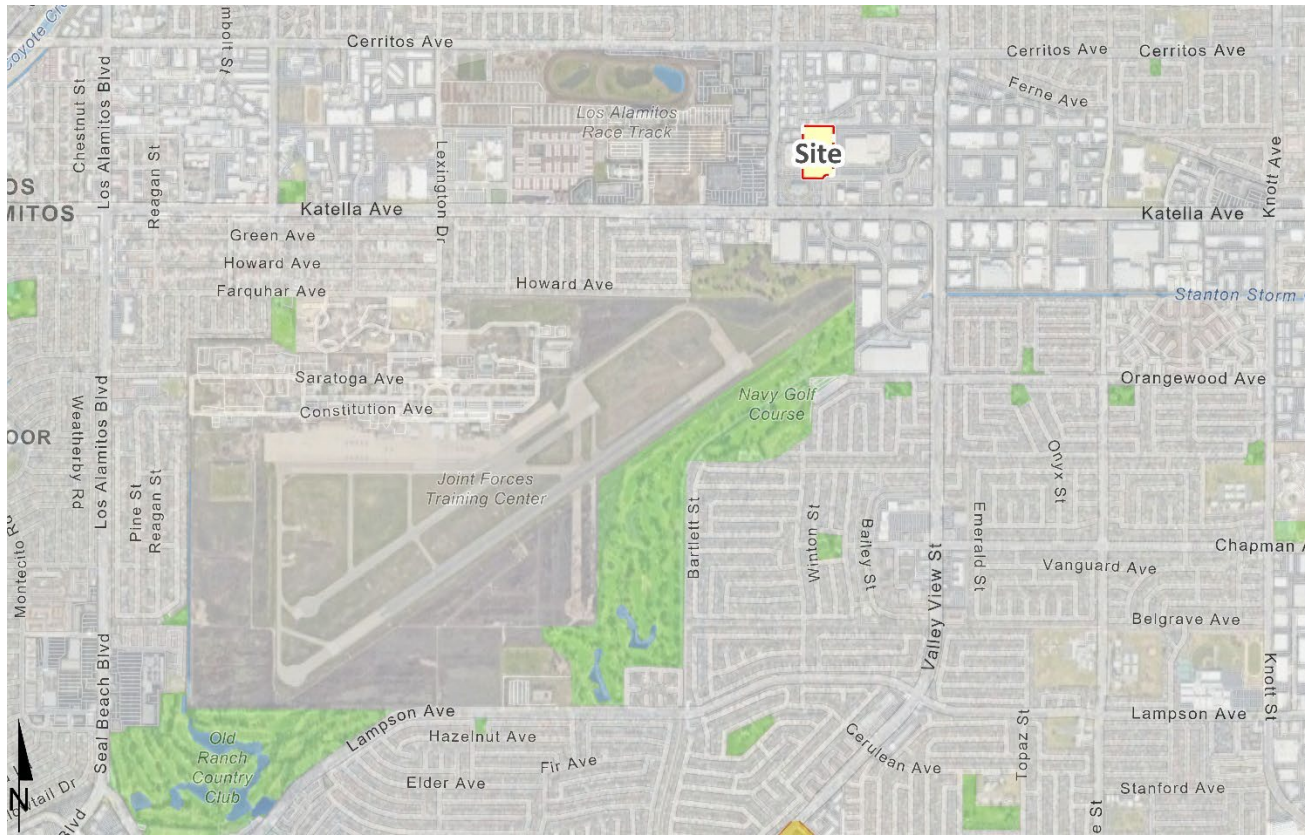
- Project to construct the site frontage improvements needed to accommodate site access along Plaza Drive/Douglas Drive.
- Project to install stop controls for all egress traffic from each Project driveway. All driveways along Plaza Drive/Douglas Drive will accommodate full access (no turn restrictions).

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report. The Project is not anticipated to require the construction of any off-site improvements and would also contribute to improvement needs identified at off-site intersections for future cumulative traffic conditions.

## 1.2 PROJECT OVERVIEW

A preliminary site plan for the proposed Project is shown on Exhibit 1-2. The Project includes the development of a 191,394 square foot warehouse building. The TA evaluates 191,394 square feet of high-cube cold storage warehouse use. The proposed Project will replace an existing 150,626 square foot office building. The anticipated Opening Year for the proposed Project is 2025. Access to the site will be accommodated via two driveways at Plaza Drive and Douglas Drive. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition, 2021). (2) The Project is anticipated to generate a total of 406 two-way trips per day with 21 AM peak hour trips and 24 PM peak hour trips (actual vehicles). The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

EXHIBIT 1-1: LOCATION MAP





### 1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2023) Conditions
- Existing plus Project (E+P)
- Future Year (2025) Without Project
- Future Year (2025) With Project

#### 1.3.1 EXISTING (2023) CONDITIONS

Information for Existing (2023) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. Traffic volume utilized for the intersection operations analyses are based on 2022 traffic counts in conjunction with the application of a two percent adjustment/growth factor to reflect 2023 traffic conditions. For a detailed discussion on the existing traffic counts, see Section 3.6 *Existing Traffic Counts*.

#### 1.3.2 E+P CONDITIONS

The E+P conditions analysis determines the potential circulation system deficiencies based on a comparison of the E+P traffic conditions to Existing conditions. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. Cumulative development projects and ambient growth are not included for E+P traffic conditions.

#### 1.3.3 FUTURE YEAR (2025) CONDITIONS

The Future Year (2025) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2023) conditions of 4.04% (2 percent per year, compounded over 2 years) is included for Future Year (2025) traffic conditions. Conservatively, this TA estimates the area ambient traffic growth and then adds traffic generated by other known or probable related projects. These related projects are at least in part already accounted for in the assumed ambient growth rates; and some of these related projects may not be implemented and operational within the 2025 Opening Year time frame assumed for the Project. The resulting traffic growth utilized in the TA (ambient growth factor plus traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2025 conditions.

### 1.4 STUDY AREA

To ensure that this TA satisfies the City of Cypress's traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by City of Cypress staff prior to the preparation of this report. This agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The agreement approved by the City is included in Appendix 1.1 of this TA.

The 4 study area intersections shown on Exhibit 1-3 and listed in Table 1-1 were selected for evaluation in this TA based on consultation with City of Cypress staff. At a minimum, the study area includes intersections where the Project is anticipated to contribute 25 or more peak hour trips per the City's Guidelines. (1) The 25 peak hour trip criterion has been used for the purposes of estimating a potential area of influence (i.e., study area).

**TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS**

#	Intersection	Jurisdiction	CMP?
1	Douglas Dr./Warland Dr. & Katella Av.	City of Cypress	No
2	Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.	City of Cypress	No
3	Existing Driveway/McDonnell Dr. & Plaza Dr.	City of Cypress	No
4	Valley View St. & Plaza Dr./Chip Av.	City of Cypress	No

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Orange CMP became effective with the passage of Proposition 111 in 1990 and most recently updated in 2021. (3) There are no study area intersections identified as a CMP intersection.

### 1.5 DEFICIENCIES

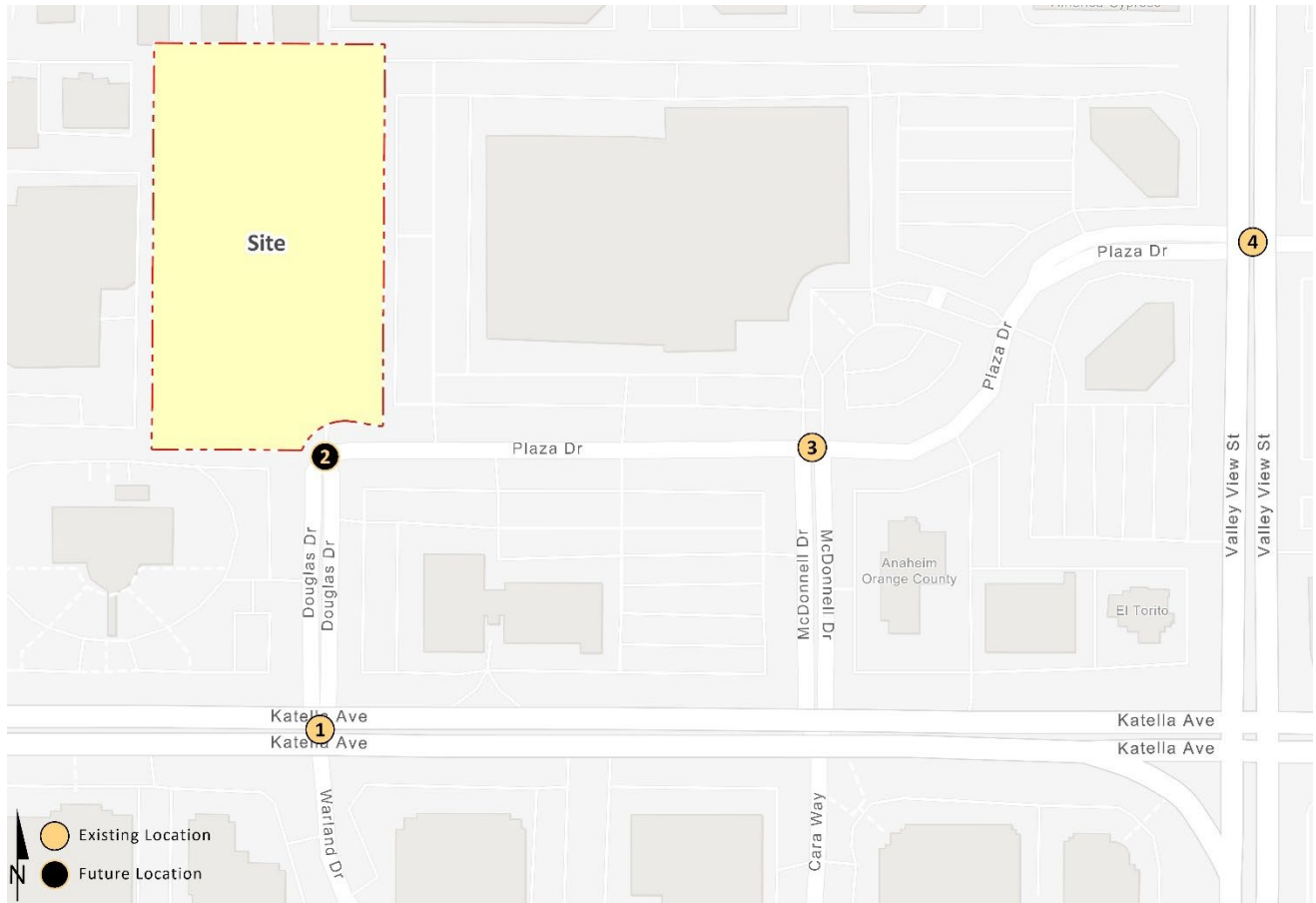
This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis, Section 5 *Existing plus Project Traffic Conditions*, and Section 6 *Future Year (2025) Traffic Conditions* include the detailed analysis. A summary of level of service (LOS) results for all analysis scenarios is presented on Table 1-2.

**TABLE 1-2: SUMMARY OF LOS**

# Intersection	Existing		E+P		2025 NP		2025 WP	
	AM	PM	AM	PM	AM	PM	AM	PM
1 Douglas Dr./Warland Dr. & Katella Av.	●	●	●	●	●	●	●	●
2 Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.	●	●	●	●	●	●	●	●
3 Existing Driveway/McDonnell Dr. & Plaza Dr.	●	●	●	●	●	●	●	●
4 Valley View St. & Plaza Dr./Chip Av.	●	●	●	●	●	●	●	●

● = A - D   ● = E   ● = F

EXHIBIT 1-3: STUDY AREA



### 1.5.1 EXISTING (2023) CONDITIONS

The study area intersections are currently operating at an acceptable LOS during the peak hours.

### 1.5.2 E+P CONDITIONS

The study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours with the addition of Project traffic.

### 1.5.3 FUTURE YEAR (2025) CONDITIONS

The study area intersections are anticipated to continue to operate at an acceptable LOS under Future Year (2025) Without and With Project traffic conditions.

## 1.6 RECOMMENDATIONS

The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project.

**Recommendation 1 – Driveway 2/Douglas Drive & Driveway 1/Plaza Drive (#2)** – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the southbound approach and eastbound approach (egress Project traffic) to implement an all-way stop-controlled intersection. Driveway 1/Driveway 2 will accommodate site access for passenger cars and trucks and will accommodate full access (no turn restrictions).
- The northwest curb of Driveway 1 should be modified to accommodate a 25-foot curb radius to accommodate the egress of heavy trucks.

**Recommendation 2 – Truck Access & Routing Plan** – A revised truck access and routing plan should be prepared for the proposed Project identifying the proposed signage that needs to be implemented on-site to direct trucks per the proposed circulation of trucks as noted in this report.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed in the master signing program and construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Cypress sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

**Recommendation 3 – Douglas Drive/Warland Drive & Katella Avenue** – Install a new southbound signal head on the northwest corner for southbound approach vehicles in order to display the signal indication should a truck in the southbound lanes obstruct the existing signal heads on the mast arm. The new signal head is proposed to be mounted on the existing signal pole on the northwest corner.

## 1.7 TRUCK ACCESS

Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at Driveway 1 and Driveway 2 (at the intersection of Douglas Drive and Plaza Drive) which is anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers. A WB-67 truck (53-foot trailer) has been utilized for the purposes of this analysis. Driveway 1 on Douglas Drive is anticipated to accommodate the ingress and egress of heavy trucks as currently designed to and from the east on Plaza Drive and south on Douglas Drive, however, the northwest curb of Driveway 2 should be modified to accommodate a 25-foot curb radius to accommodate the egress of heavy trucks. Ingress and egress of heavy trucks will also be permitted at Driveway 2 on Plaza Drive.

Exhibit 1-4 and Exhibit 1-5 reflect the inbound and outbound truck access at Driveway 1, respectively. Exhibit 1-6 and Exhibit 1-7 reflect the inbound and outbound truck access at Driveway 2, respectively.

Exhibit 1-8 and Exhibit 1-9 show the inbound and outbound on-site circulation of trucks via Driveway 2 around the north side of the building, respectively. Inbound and outbound on-site circulation of trucks via Driveway 1 around the south side of the building was previously shown on Exhibit 1-4 and Exhibit 1-5. On-site signage will be provided to direct trucks per the proposed/allowable circulation. Trucks backing into the dock bay on-site within the truck court for the building is shown on Exhibit 1-10.



EXHIBIT 1-4: INBOUND TRUCK ACCESS AT DRIVEWAY 1

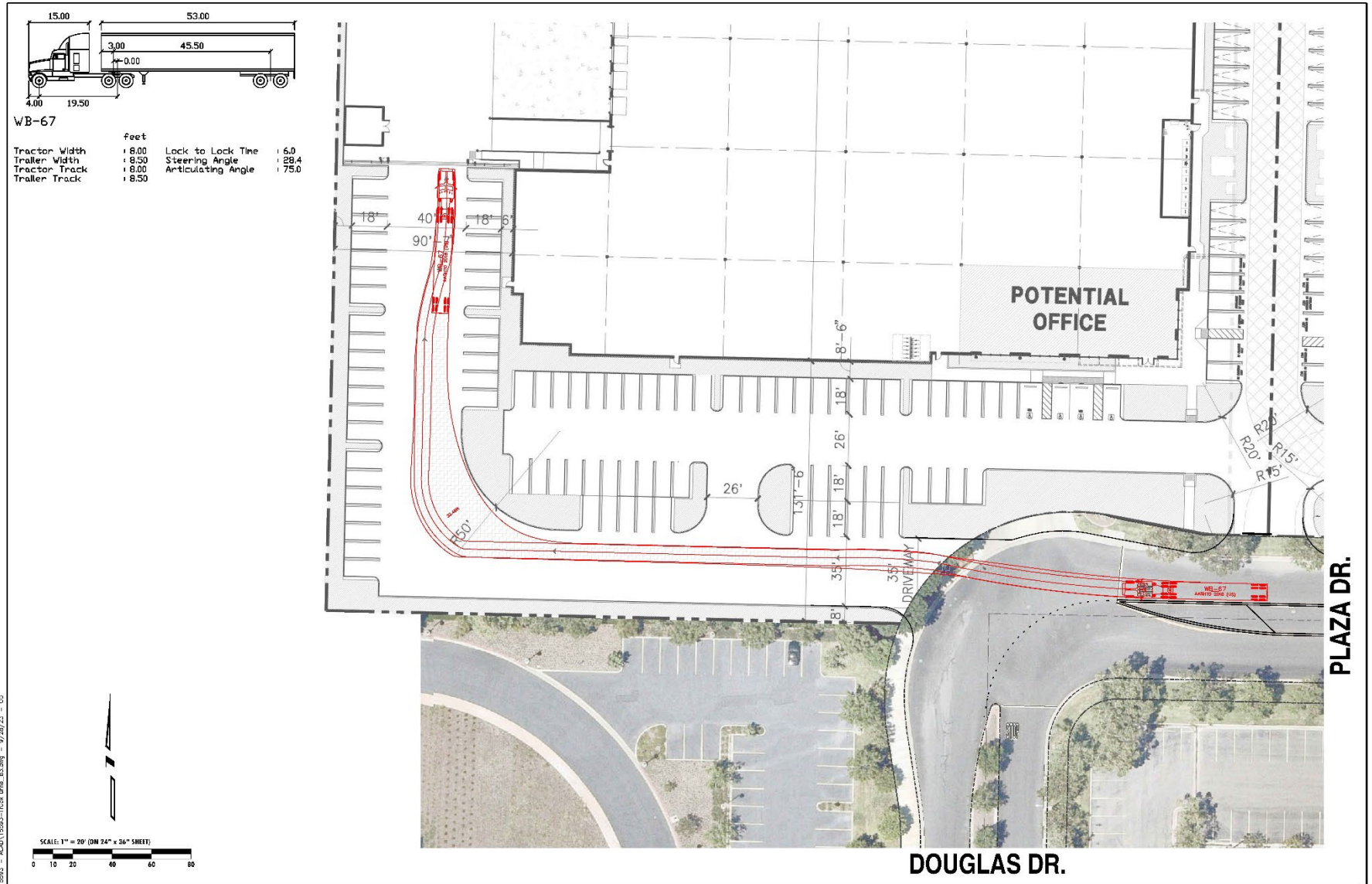




EXHIBIT 1-6: INBOUND TRUCK ACCESS AT DRIVEWAY 2

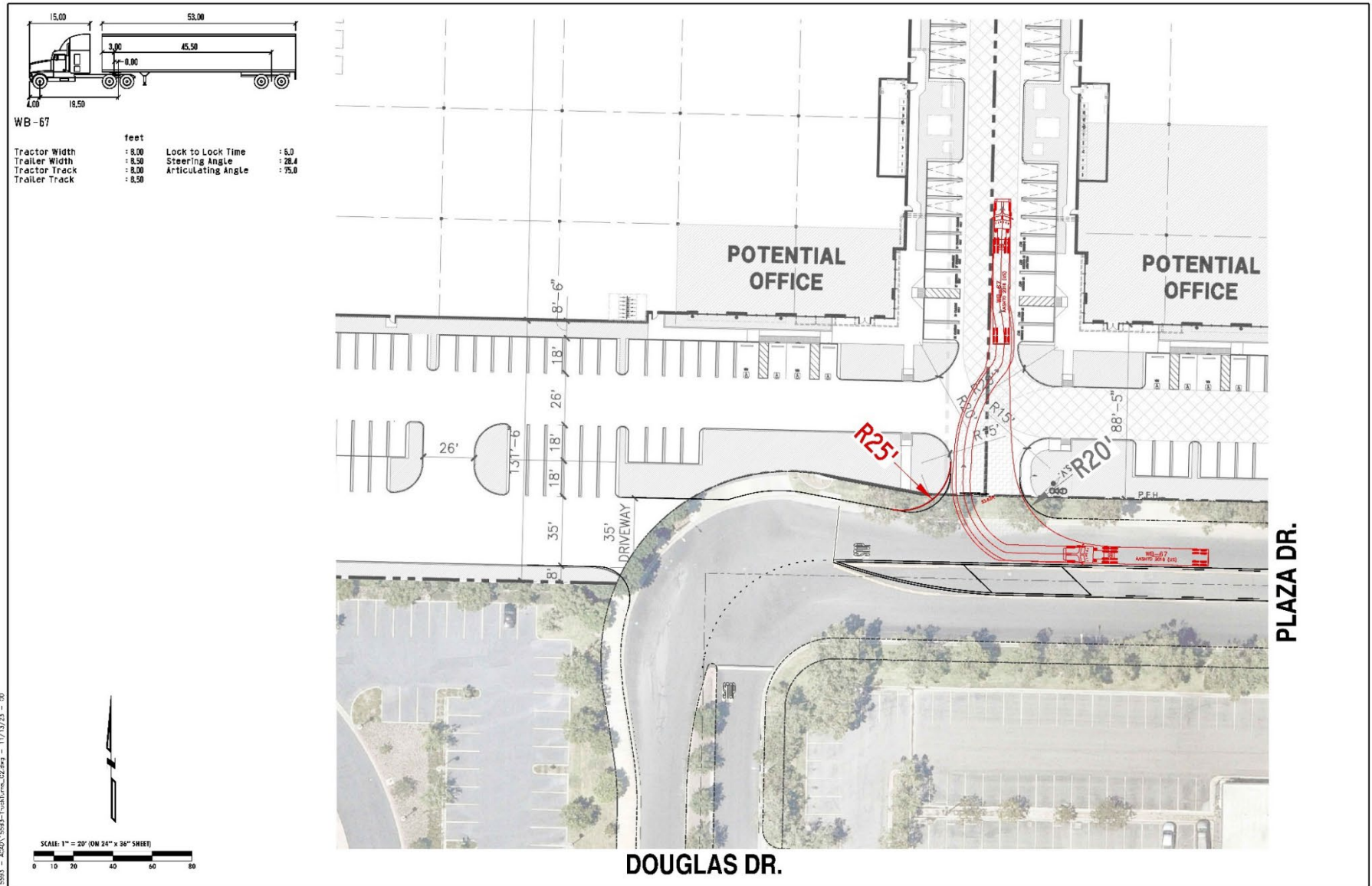


EXHIBIT 1-7: OUTBOUND TRUCK ACCESS AT DRIVEWAY 2

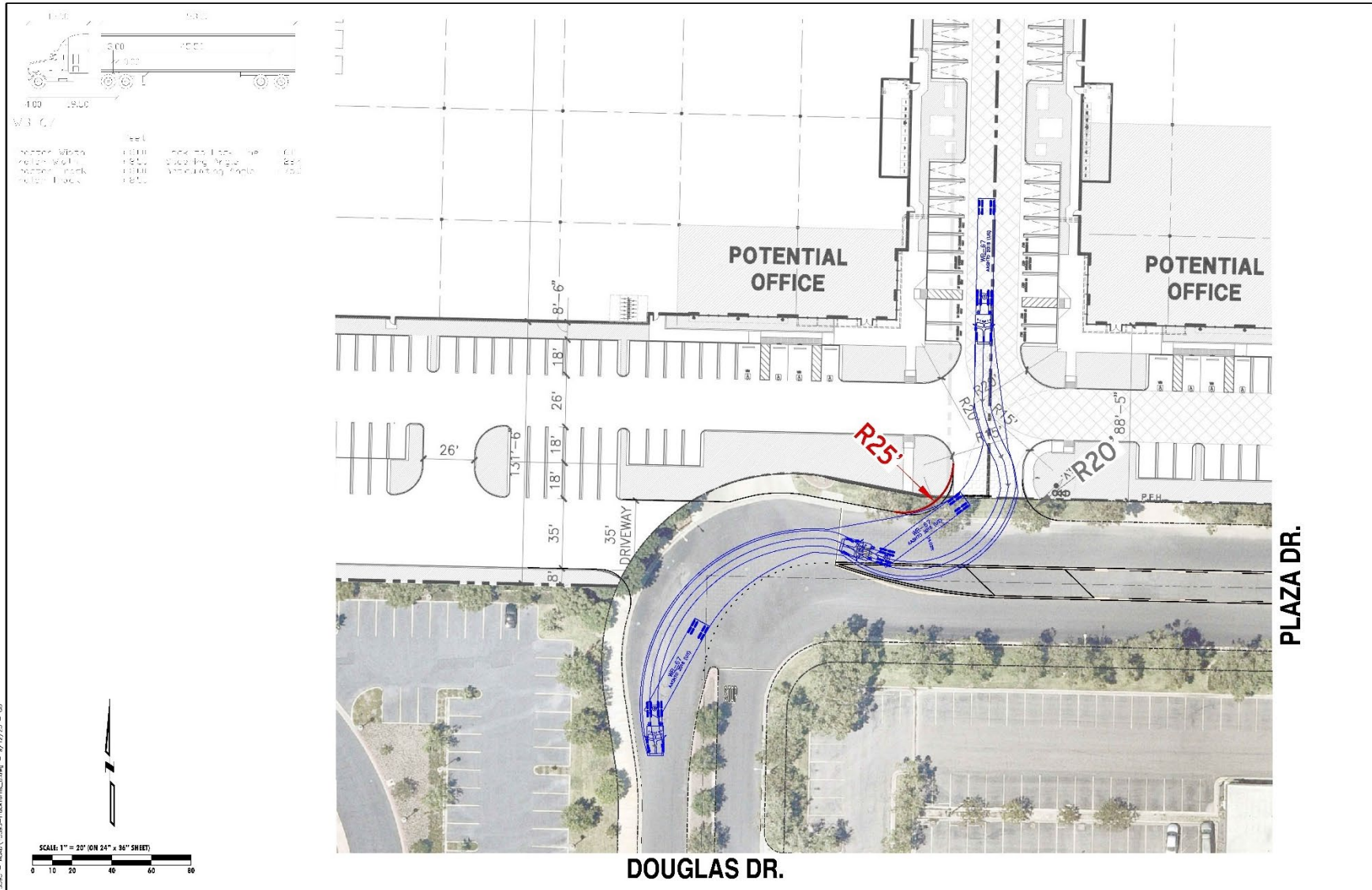
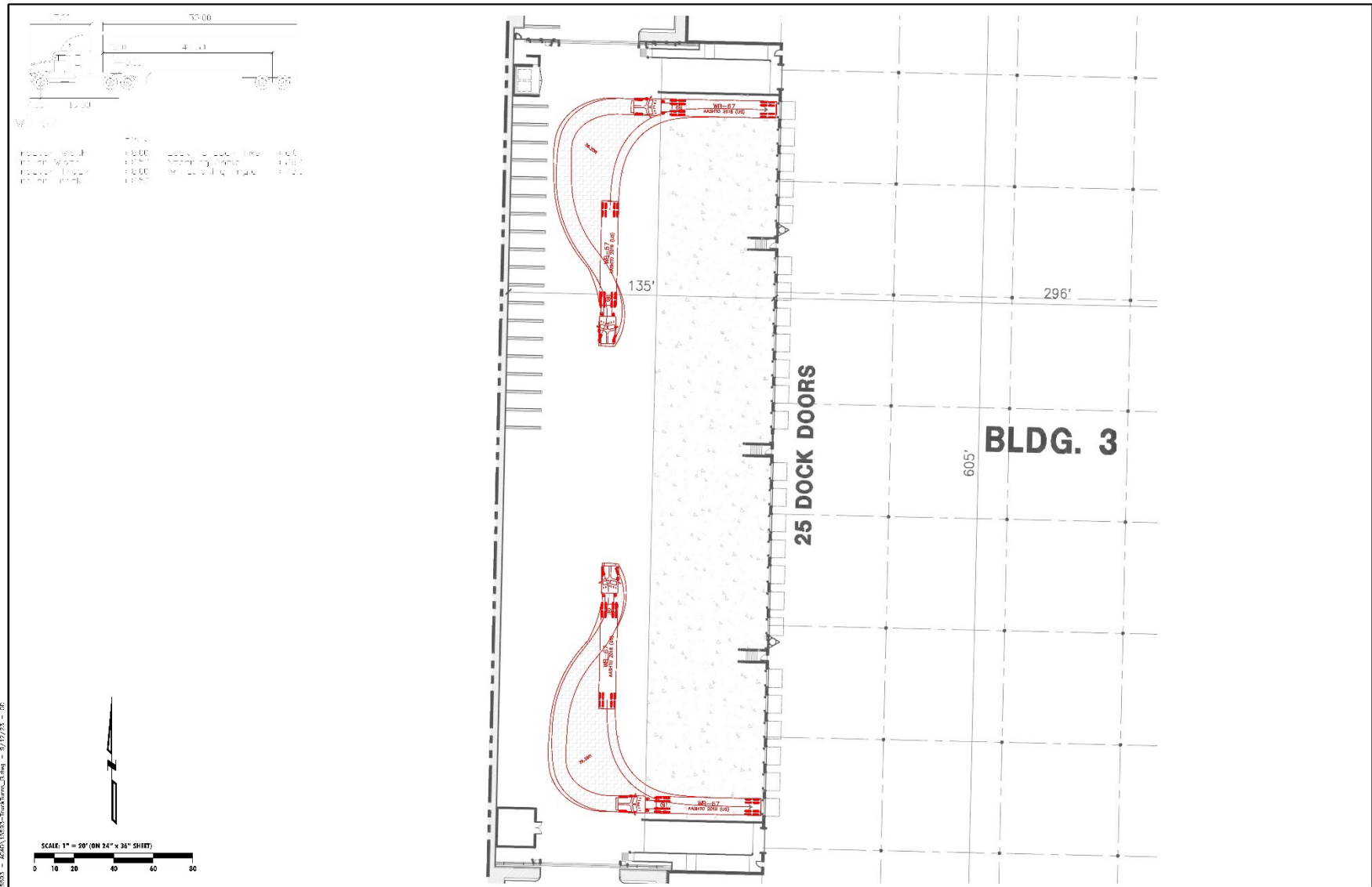






EXHIBIT 1-10: LOADING DOCK TRUCK CIRCULATION



## 1.8 QUEUING ANALYSIS

The traffic modeling and signal timing optimization software package SimTraffic has been utilized to assess the queues. SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations. These random simulations generated by SimTraffic have been utilized to determine the 95<sup>th</sup> percentile queue lengths observed for each applicable turn lane. A SimTraffic simulation has been recorded up to 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 15-minute periods with 60-minute recording intervals.

A queuing analysis has been conducted for all signalized study area intersections under Future Year (2025) With Project traffic conditions to ensure the existing and proposed left turn storage can accommodate the 95<sup>th</sup> percentile peak hour queues. The results of the queuing analysis are shown in Table 1-3 and the worksheets for the weekday AM and PM peak hours are provided in Appendix 1.2 of this report for Future Year (2025) With Project traffic conditions. As shown on Table 1-3, there are no improvements needed to the turn lane storage lengths.

**TABLE 1-3: PEAK HOUR QUEUING ANALYSIS**

Intersection	Movement	Available Stacking Distance (Feet) <sup>3</sup>	95th Percentile Queue (Feet)		Acceptable? <sup>1</sup>	
			AM Peak	PM Peak	AM	PM
Douglas Dr./Warland Dr. & Katella Av.	NBL	115	47	80	Yes	Yes
	SBL	90	25	52	Yes	Yes
	SBR	90	35	44	Yes	Yes
	EBL	250	75	49	Yes	Yes
	EBR	100	52	35	Yes	Yes
	WBL	250	42	66	Yes	Yes
	WBR	130	88	52	Yes	Yes
Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.	NBL/T/R	185	51	48	Yes	Yes
	SBL/T/R	100	0	33	Yes	Yes
	EBL/T/R	100	32	34	Yes	Yes
	WBL/T/R	165	48	57	Yes	Yes
Valley View St. & Plaza Dr./Chip Av.	NBL	190	97	34	Yes	Yes
	SBL	160	121	70	Yes	Yes
	EBL	110	26	87	Yes	Yes
	WBL	65	20	71	Yes	Yes

NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; L = Left; T = Through; R = Right

<sup>1</sup> Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 25 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.



## 2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with the County's CMP Guidelines and the City's Transportation Operational Assessment (Level of Service Traffic Study) Guidelines.

### 2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

### 2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6<sup>th</sup> Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (4) The HCM uses different procedures depending on the type of intersection control.

#### 2.2.1 SIGNALIZED INTERSECTIONS

##### *Intersection Capacity Utilization (ICU)*

The City of Cypress requires signalized intersections to be evaluated through ICU analysis which compares the peak hour traffic volumes to intersection capacity. Lane capacities of 1,700 vehicles per hour of green time have been assumed for the ICU calculations. 0.05 of volume to capacity (V/C) has been assumed representing 5 percent for the yellow and all-red signal indication and inherent vehicle delay between cycles with an assumed signal cycle of 100 seconds. The ICU LOS definitions based on V/C ratio are presented in Table 2-1. The Traffix software package has been utilized to evaluate the signalized intersections using the ICU methodology with the analysis parameters discussed above.

**TABLE 2-1 INTERSECTION CAPACITY UTILIZATION (ICU) LOS DEFINITIONS**

Level of Service	Critical Volume to Capacity Ratio
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	>1.00

Source: 2019 Orange County Congestion Management Program (CMP)

*Highway Capacity Analysis (HCM)*

Intersection LOS operations have also been reported based on the HCM methodology which are based on an intersection’s average control delay. (4) Control delays include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described on Table 2-2.

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

**TABLE 2-2: SIGNALIZED INTERSECTION LOS THRESHOLDS**

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0 <sup>1</sup>
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

Source: HCM, 6th Edition

<sup>1</sup> If V/C is greater than 1.0 then LOS is F per HCM.

A saturation flow rate of 1,700 has been utilized for all study area intersections. The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g.,  $PHF = [Hourly\ Volume] / [4 \times Peak\ 15\text{-minute\ Flow\ Rate}]$ ). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (4)

**2.2.2 UNSIGNALIZED INTERSECTIONS**

The ICU methodology is not applicable to unsignalized intersections. As such, the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (4) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-3). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled

movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

**TABLE 2-3: UNSIGNALIZED INTERSECTION LOS THRESHOLDS**

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0 <sup>1</sup>
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

Source: HCM, 6th Edition

<sup>1</sup> If V/C is greater than 1.0 then LOS is F per HCM.

### 2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term “signal warrants” refers to the list of established criteria used by the California Department of Transportation (Caltrans) and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (5)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (5) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Rural warrants have been used where posted speed limits on the major roadways with unsignalized intersections that are over 40 miles per hour while urban warrants have been used where posted speeds are 40 miles per hour or below.

Traffic signal warrant analyses were performed for the following study area intersection shown on Table 2-4:

**TABLE 2-4: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS**

#	Intersection
2	Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.
3	Existing Driveway/McDonnell Dr. & Plaza Dr.

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *Future Year (2025) Traffic Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

**2.4 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)**

The definition of an intersection deficiency has been obtained from the City's General Plan. The City of Cypress has adopted a LOS D or better as the desired citywide operating standard for most City streets. However, given the influence of regional traffic on Valley View Street, Lincoln Avenue, and Katella Avenue, which are beyond the control of the City of Cypress, LOS E or better has been adopted as the minimum operating LOS for street segments and intersections on the aforementioned arterials due to the high volume of traffic carried on these roadways.

**2.5 DEFICIENCY CRITERIA**

For the intersections that lie within the City of Cypress, determination of whether the Project has an adverse effect on intersection operations will be based on a comparison of without and with project levels of service.

*For HCM Analysis:* For signalized intersections, the traffic operations deficiency shall be determined in accordance with Table 2-5 below:

**TABLE 2-5: HCM SIGNALIZED INTERSECTION DEFICIENCY CRITERIA**

With Project LOS	Project-Related Increase in Delay (in seconds)
C or better	> 6.0 seconds
D	> 4.0 seconds
E, F	> 2.0 seconds

To determine whether a project’s added traffic would result in a deficiency at a study area unsignalized intersection in accordance with the City’s HCM methodology, the following criteria shall be applied:

- a) Worsens the LOS at an unsignalized intersection from LOS D or better to LOS E or F;
- b) Causes an increase in the delay equal to or more than three (3.0) seconds at an unsignalized intersection that operates at LOS E or F with project.

*For ICU Analysis:* a deficiency at both signalized study intersections will be determined in accordance with Table 2-6:

**TABLE 2-6: ICU INTERSECTION DEFICIENCY CRITERIA**

Without Project LOS	With Project Volume/Capacity (V/C) Ratio	With Project Level of Service
D	>0.900 or greater	LOS E or F
Without Project LOS	With Project Volume/Capacity (V/C) Ratio	Project-Related increase in V/C
E, F	>0.900 or greater	Equal to or greater than 0.03

*Improvements:* Any decrease beyond the minimum acceptable LOS due to the addition of project traffic requires alternative corrective measures to return the intersection to an acceptable LOS. For intersections operating below the minimum acceptable LOS prior to the addition of project traffic, and the LOS would be worsened with the addition of project traffic, corrective measures should be identified, if feasible, to return to “without project” condition LOS or V/C (volume/capacity ratio), whichever is greater. Alternative corrective measures to roadway widening which may include the reduction of project traffic volumes through application of signal system upgrades, phasing changes, synchronization, and/or project design improvements which are expected to improve capacity and/or efficiency within the transportation network (e.g., changes to a project’s site access or internal circulation scheme) shall be identified with concurrence from the City Traffic Engineer.

### 3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Cypress General Plan Circulation Network, and a review of existing peak hour intersection operations and traffic signal warrant analyses.

#### 3.1 EXISTING CIRCULATION NETWORK

Pursuant to the scoping agreement with City of Cypress staff (Appendix 1.1), the study area includes a total of 4 existing and future intersections as shown previously on Exhibit 1-3, where the Project is anticipated to contribute 25 or more peak hour trips or were added at the City's request during the scoping process. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

#### 3.2 CITY OF CYPRESS GENERAL PLAN CIRCULATION ELEMENT

As noted previously, the Project site is located within the City of Cypress. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on City of Cypress General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the City of Cypress General Plan Circulation Element and Exhibit 3-3 illustrates the City of Cypress General Plan roadway cross-sections.

**Major** roadways are six-lane roadways and typically include a raised median. These roadways typically have a 120-foot right-of-way and a 104-foot curb-to-curb measurement. These roadways typically direct traffic through major development areas. The following study area roadways within the City are classified as a Major:

- Katella Avenue
- Valley View Street

Plaza Drive/Douglas Drive is not a classified General Plan roadway.

**EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS**

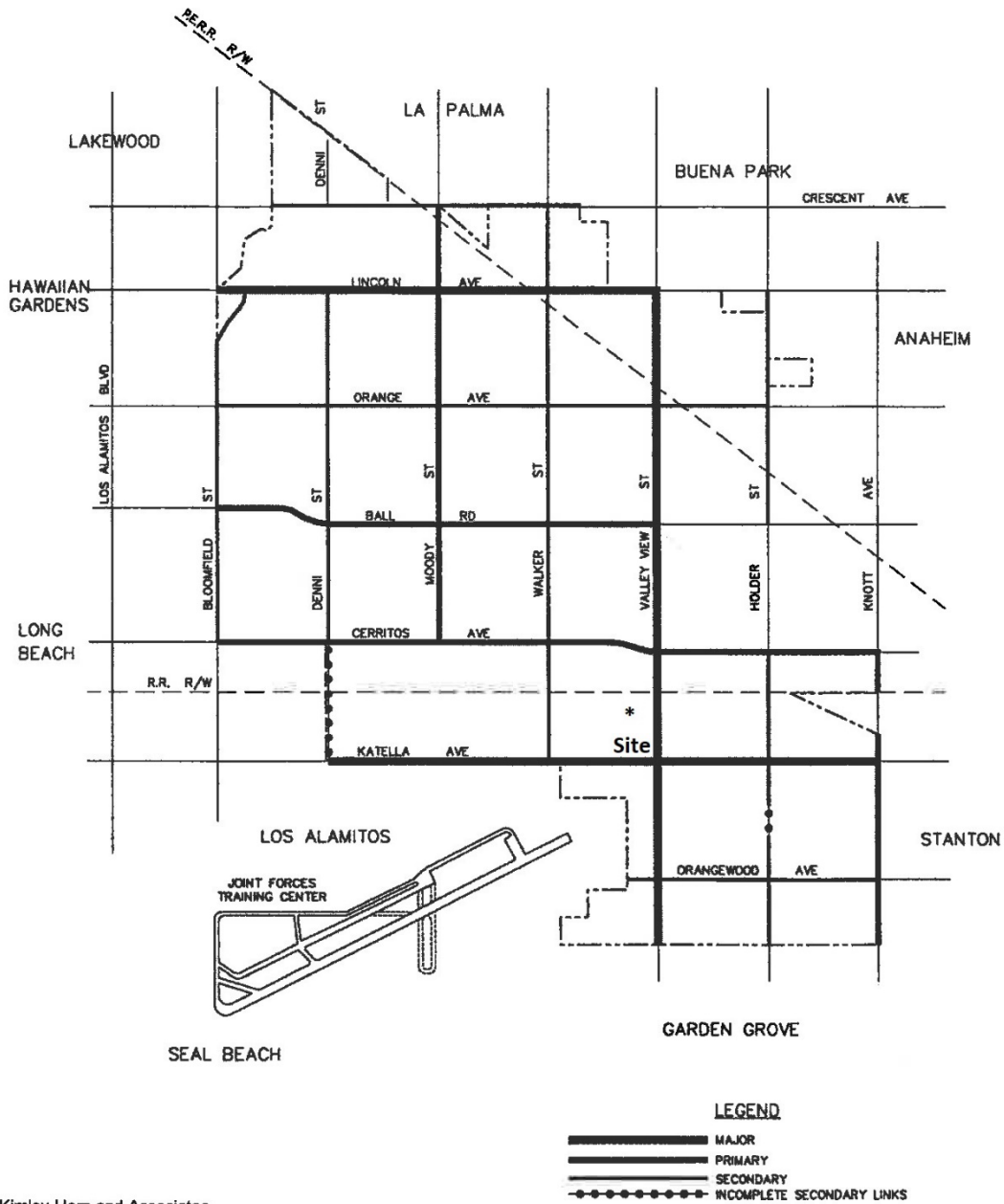


1	2	3	4
Douglas Dr. & Katella Av.	Driveway 2 / Douglas Dr. & Driveway 1 / Plaza Dr.	McDonnell Dr. & Plaza Dr.	Valley View St. & Plaza Dr./Chip Av.

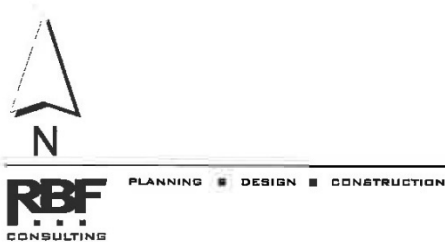
- 4** = Number of Lanes
- D** = Divided
- U** = Undivided
- = Speed Limit (MPH)
- = Traffic Signal
- = All Way Stop
- = Stop Sign
- = Traffic Lane



EXHIBIT 3-2: CITY OF CYPRESS GENERAL PLAN CIRCULATION ELEMENT



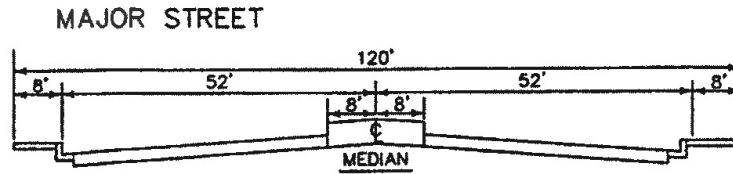
Source: Kimley-Horn and Associates.



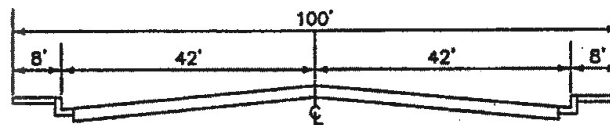
CITY OF CYPRESS GENERAL PLAN  
General Plan Arterial System

Exhibit CIR-7

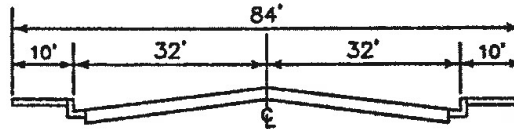
**EXHIBIT 3-3: CITY OF CYPRESS GENERAL PLAN ROADWAY CROSS-SECTIONS**



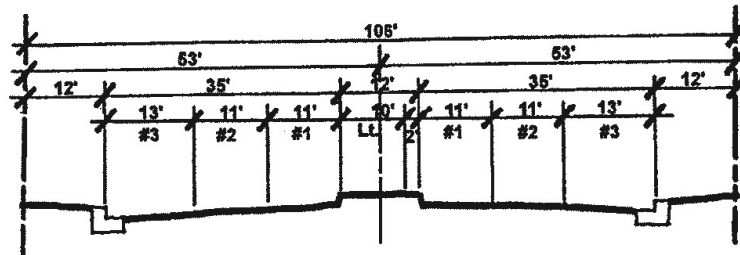
**PRIMARY STREET**



**SECONDARY STREET**



**LINCOLN AVENUE TYPICAL STREET SECTION**



Source: Kimley-Horn and Associates.



**CITY OF CYPRESS GENERAL PLAN  
Standard Street Sections**

Exhibit CIR-6

### 3.3 BICYCLE & PEDESTRIAN FACILITIES

The City's bike network is shown on Exhibit 3-4. As shown on Exhibit 3-4, both Katella Avenue and Valley View Street currently accommodate off-street bike paths (there are no on-street bike lanes). Exhibit 3-5 illustrates the existing crosswalks and sidewalks throughout the study area. As shown on Exhibit 3-5, there are pedestrian facilities in place in the vicinity of the Project site along Douglas Drive, Katella Avenue, and Valley View Street. There is a 10-foot sidewalk along the west side of Douglas Drive between the proposed Project down to Katella Avenue to the south. Once completed by the adjacent development to the east, there will be a 5-foot sidewalk along the north side of Plaza Drive providing pedestrian connectivity between the proposed Project and approximately 450-feet west of Valley View Street. The signalized intersection of Douglas Drive at Katella Avenue has striped crosswalks on all approaches with push buttons. All four corners of the intersection of Douglas Drive at Katella Avenue have tactile warning strips and curb access ramps. The intersection of Valley View Street at Plaza Drive/Chip Avenue does not have a marked crosswalk across the north leg of the intersection. All other approaches include striped crosswalks with the appropriate pedestrian push buttons, tactile warning strip, and curb access ramps.

### 3.4 TRANSIT SERVICE

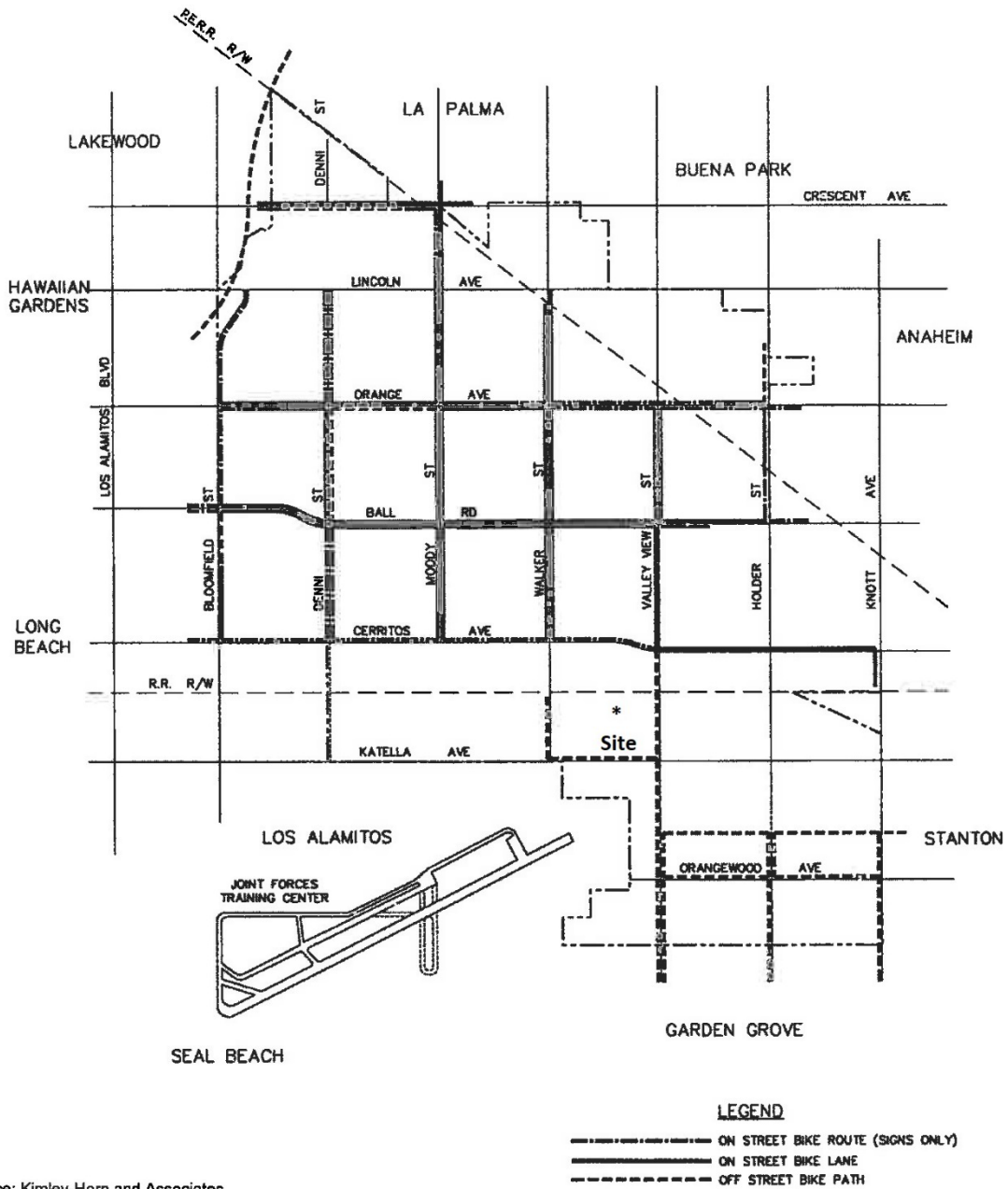
The study area is currently served by Orange County Transit Authority (OCTA) with bus service along Katella Avenue and Valley View Street. OCTA Route 50 runs along Katella Avenue and currently has existing bus stops just east of Douglas Drive and west of Valley View Street along the north side and operates seven days a week. Route 50 runs between Long Beach and Orange (including major stops at the Anaheim Regional Transportation Terminal Center and the VA Hospital in Long Beach). Buses stop approximately every 20-25 minutes during the morning and evening peak commute hours. OCTA Route 123 runs along Valley View Street and there are existing bus stops north of Plaza Drive and only operates Monday through Friday. Route 123 runs between Anaheim and Huntington Beach (including major stops at the Buena Park Metrolink Station, Fullerton Transportation Center, Anaheim Canyon Metrolink Station, and Goldenwest Transportation Center/Park and Ride). Buses stop approximately every hour (60 minutes) during the morning and evening commute hours (operational between 4:00 AM and 10:00 PM).

The existing transit stops are in close proximity to the Project site and could serve the site in the future. The transit services are illustrated on Exhibit 3-6. Transit service is reviewed and updated by OCTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

### 3.5 TRUCK ROUTES

The City's truck routes are shown on Exhibit 3-7. Both Katella Avenue and Valley View Street adjacent to the Project are identified as City truck routes. These truck routes serve both the proposed Project and future cumulative development projects throughout the study area.

EXHIBIT 3-4: CITY OF CYPRESS GENERAL PLAN BIKE NETWORK



Source: Kimley-Horn and Associates.



CITY OF CYPRESS GENERAL PLAN  
**Existing Bikeways**

Exhibit CIR-4

EXHIBIT 3-5: EXISTING PEDESTRIAN FACILITIES



EXHIBIT 3-6: EXISTING TRANSIT ROUTES

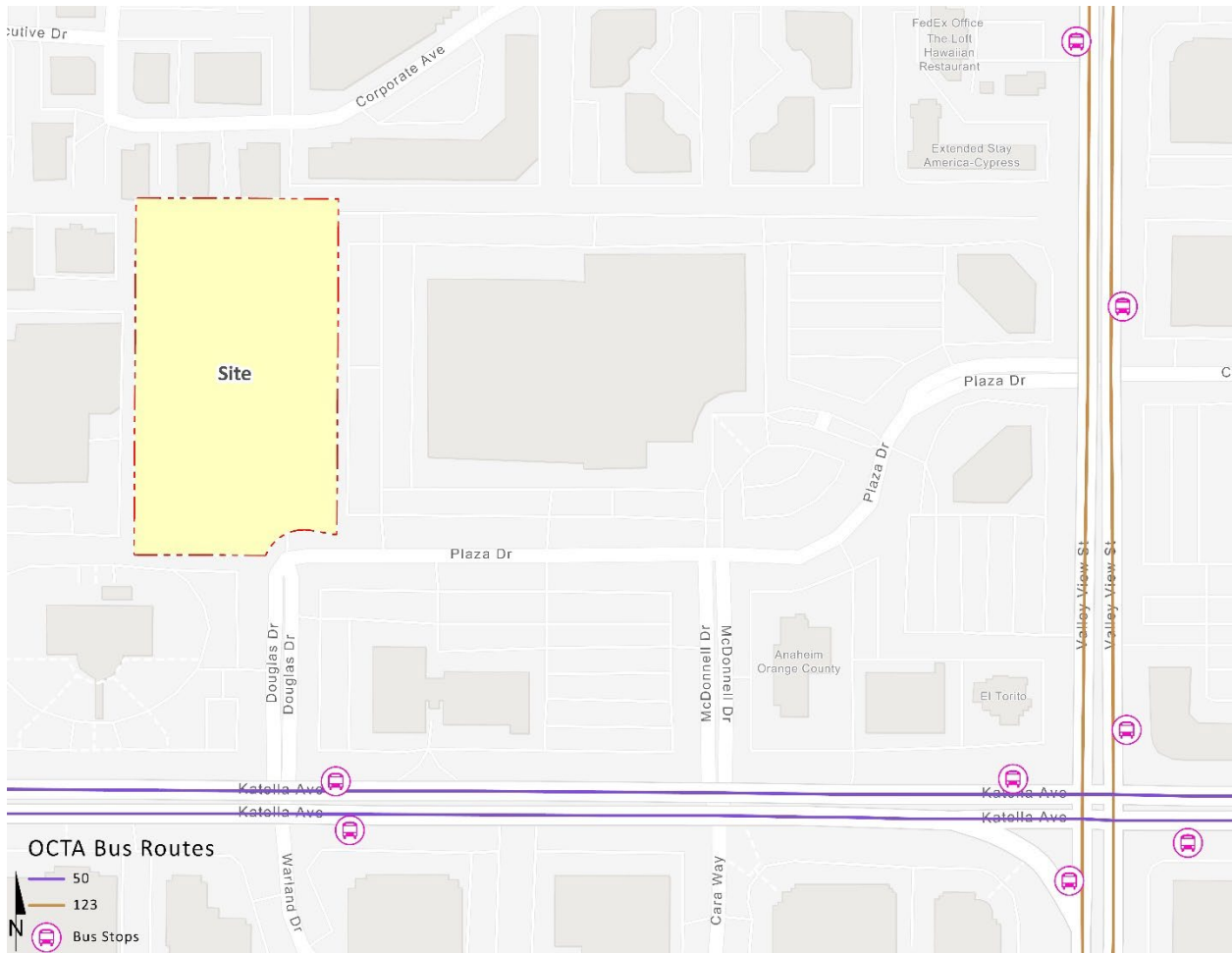
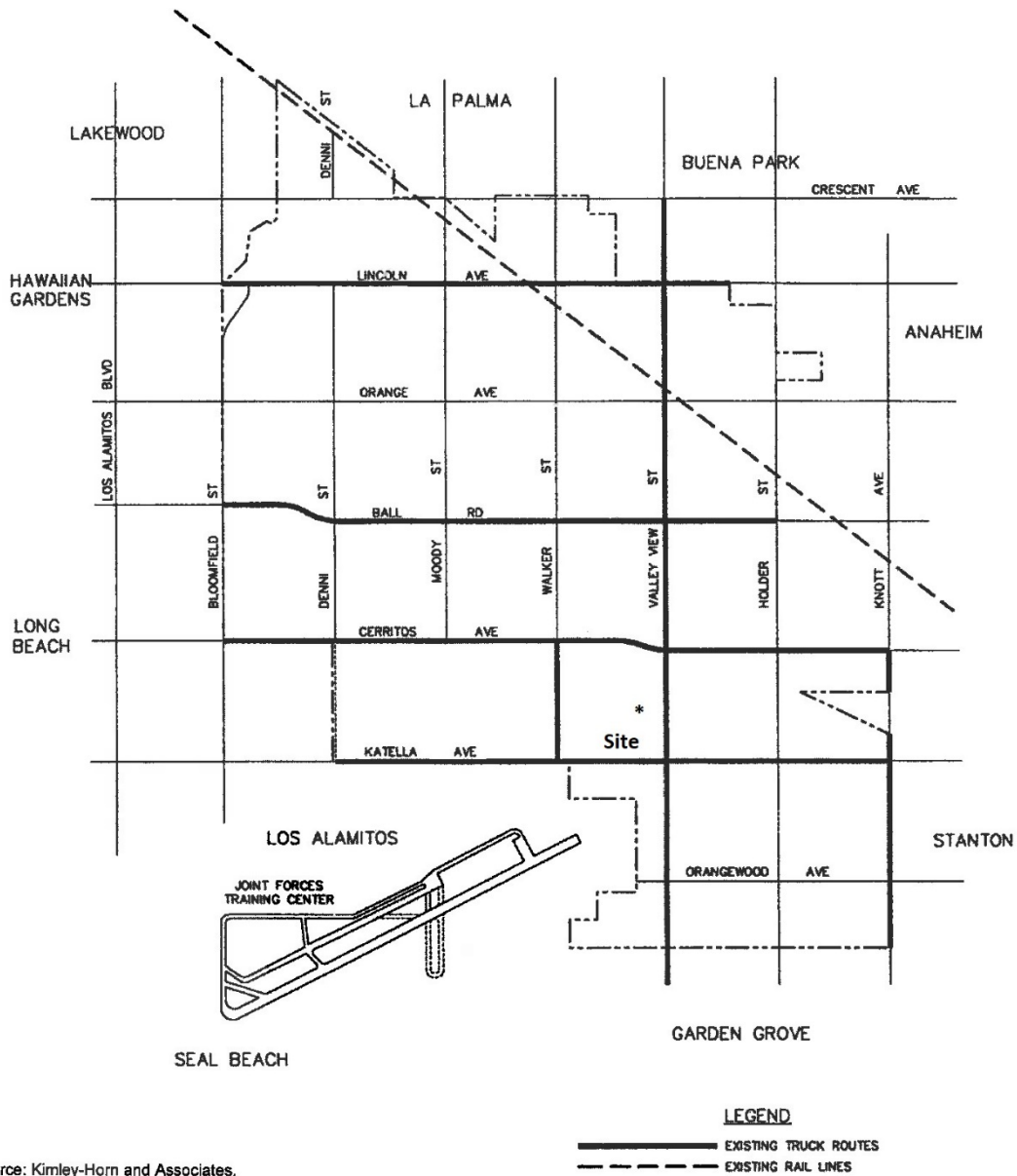


EXHIBIT 3-7: CITY OF CYPRESS TRUCK ROUTES



Source: Kimley-Horn and Associates.



CITY OF CYPRESS GENERAL PLAN  
Existing Truck Routes and Rail Lines



Exhibit CIR-5

### 3.6 EXISTING (2023) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in August 2022 when local schools were in session and operating on normal bell schedules. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The 2022 peak hour volumes have been adjusted to increase turning movements into low occupancy office uses in the surrounding area by 30 percent. Lastly, the volumes were then increased by an additional two percent for all movements in order to adjust the 2022 traffic counts to 2023. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. In addition, volume worksheets have been included identifying the adjusted 2023 volumes along with the passenger car equivalent (PCE) calculations for all analysis scenarios.

Existing weekday average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-8. Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

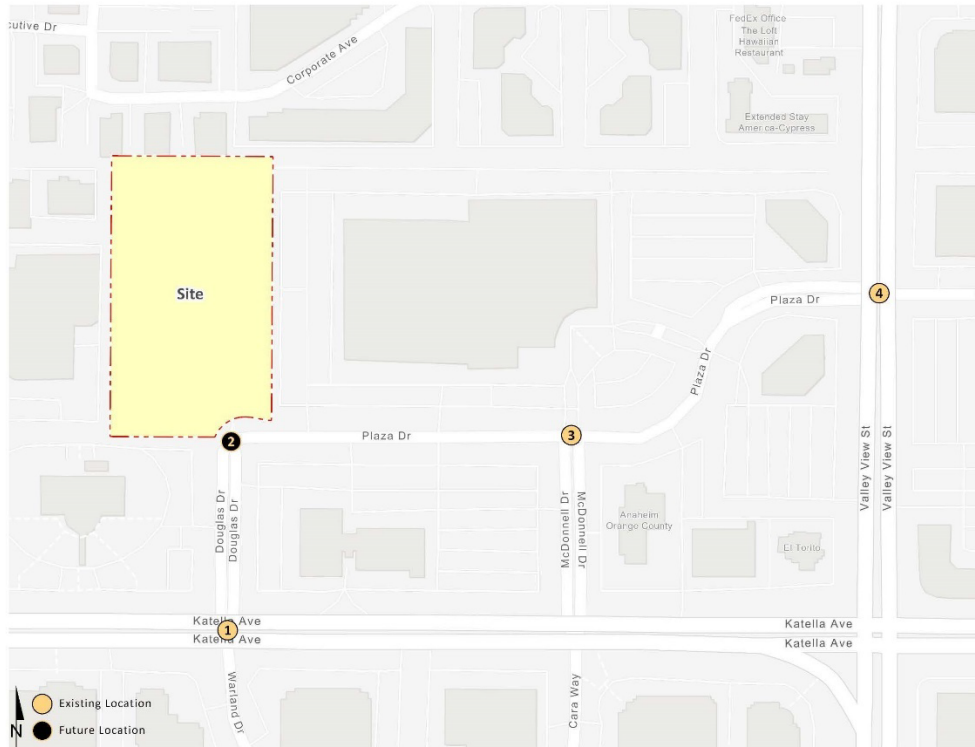
$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 11.3 = \text{Leg Volume}$$

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 8.9 percent. As such, the above equation utilizing a factor of 11.3 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 8.9 percent (i.e.,  $1/0.089 = 11.3$ ) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. This factor is consistent with that used for other traffic studies within the study area. Existing weekday AM and weekday PM peak hour intersection volumes are shown on Exhibit 3-8.

Volumes reported on the exhibits are expressed in passenger car equivalent (PCE) volumes as the intersection operations analysis utilizes PCE volumes. Note that only the intersection turning movement volumes are expressed in PCE and ADTs are presented as actual vehicles as used in other technical studies. PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.



EXHIBIT 3-8: EXISTING (2023) TRAFFIC VOLUMES (PCE)



1 Douglas Dr./Warland Dr. & Katella Av.		2 Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.		3 McDonnell Dr. & Plaza Dr.	
1,000	39,950		1,350	Normal	800
15(47) 1(2) 2(26)	↑ 34(6) ← 1782(1608) ↖ 12(9)		↖ 53(100)	↓ 0(3)	↑ 4(0) ← 104(80) ↖ 8(11)
27(11) ↘ 1702(1963) → 72(32) ↓	↖ 26(83) ↗ 2(1) ↘ 5(7)		↗ 21(24)	23(86) → 0(2) ↓	↖ 19(5) ↗ 2(0) ↘ 77(9)
42,950	1,450		1,350	1,900	350
4 Valley View St. & Plaza Dr./Chip Av.					
42,050	6,750	###(###) AM(PM) Peak Hour Intersection Volumes			
154(23) 1551(1503) 254(52)	↑ 39(355) ← 0(30) ↖ 12(162)	## Average Daily Trips			
9(168) ↘ 9(0) → 15(61) ↓	↖ 22(4) ↗ 1516(1967) ↘ 181(12)				
3,200	41,150				

### 3.7 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized on Table 3-1, which indicates that all existing study area intersections are currently operating at acceptable LOS during the peak hours. The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

**TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2023) CONDITIONS**

# Intersection	Traffic Control <sup>3</sup>	Delay <sup>1</sup> (secs.)		Level of Service		ICU <sup>2</sup> (V/C)		Level of Service	
		AM	PM	AM	PM	AM	PM	AM	PM
1 Douglas Dr./Warland Dr. & Katella Av.	TS	5.4	8.2	A	A	0.44	0.52	A	A
2 Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.	AWS	7.2	7.7	A	A	--	--	--	--
3 Existing Driveway/McDonnell Dr. & Plaza Dr.	CSS	9.2	10.8	A	B	--	--	--	--
4 Valley View St. & Plaza Dr./Chip Av.	TS	15.4	35.7	B	D	0.56	0.79	A	C

<sup>1</sup> Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

<sup>2</sup> ICU reported as a volume-to-capacity ratio and for signalized intersections only. ICU not applicable to unsignalized inspections.

<sup>3</sup> TS = Traffic Signal; AWS = All-Way Stop; CSS = Cross-Street Stop

### 3.8 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There are no unsignalized study area intersections that currently warrant a traffic signal for Existing traffic conditions. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

## 4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project’s trip assignment onto the study area roadway network. The Project includes the development of a 191,394 square foot warehouse building. The TA evaluates 191,394 square feet of high-cube cold storage warehouse use. The proposed Project will replace an existing 150,626 square foot office building. The anticipated Opening Year for the proposed Project is 2025. Access to the site will be accommodated via two driveways at Plaza Drive and Douglas Drive.

### 4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development.

#### 4.1.1 EXISTING USE

The proposed Project will replace an existing 150,626 square foot office building. At the time traffic counts were conducted on August 30, 2022, the office building was 41% occupied, however, in an effort to recognize that leased tenants may have been underutilizing the office space, the building has been assumed to be 25% occupied for the purposes of the trip generation comparison. In an effort to understand the existing traffic associated with the current uses, the trip generation rates used for this analysis are based upon information collected by the ITE as provided in their Trip Generation Manual (11<sup>th</sup> Edition, 2021) for the existing general office (ITE Land Use Code 710) use (see Table 4-1).

General Office (ITE Land Use Code 710) has been used to calculate the trip generation for the existing 37,657 square feet of occupied office use (or 25% of 150,626 square feet). The trip generation summary illustrating daily, and peak hour trip generation estimates for the existing uses are also shown on Table 4-1. As shown on Table 4-1, the existing use generates a total of 408 two-way trips per day with 57 AM peak hour trips and 54 PM peak hour trips.

**TABLE 4-1: EXISTING TRIP GENERATION SUMMARY**

Land Use <sup>1</sup>	Units <sup>2</sup>	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Office (based on average rates)	TSF	710	1.34	0.18	1.52	0.24	1.20	1.44	10.84

<sup>1</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

<sup>2</sup> TSF = thousand square feet

Land Use	Quantity Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
General Office <sup>2</sup>	37.657 TSF	50	7	57	9	45	54	408

<sup>1</sup> TSF = Thousand Square Feet

<sup>2</sup> 25% of the 150,626 square foot office building was occupied in August 2022 (or 37,657 square feet).

**4.1.2 PROPOSED PROJECT**

The proposed Project consists of a single 191,394 square foot warehouse building. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the ITE Trip Generation Manual (11<sup>th</sup> Edition, 2021) was used for the proposed Project. Table 4-2 summarizes the trip generation rates. For purposes of this TA, the following land use and vehicle mix has been utilized:

- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 191,394 square feet. High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the ITE’s Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.

**TABLE 4-2: TRIP GENERATION RATES**

Land Use <sup>1</sup>	Units <sup>2</sup>	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>Actual Vehicle Trip Generation Rates</b>									
High-Cube Cold Storage Warehouse <sup>3</sup>	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars (AM-72.7%, PM-75.0%, Daily-64.6%)			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (AM-9.5%, PM-8.7%, Daily-12.3%)			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks (AM-3.0%, PM-2.8%, Daily-3.9%)			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks (AM-14.8%, PM-13.6%, Daily-19.2%)			0.005	0.011	0.016	0.008	0.008	0.016	0.407
<b>Passenger Car Equivalent (PCE) Trip Generation Rates</b>									
High-Cube Cold Storage Warehouse <sup>3</sup>	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (PCE = 1.5)			0.005	0.011	0.016	0.008	0.008	0.016	0.390
3-Axle Trucks (PCE = 2.0)			0.002	0.005	0.007	0.004	0.003	0.007	0.165
4+-Axle Trucks (PCE = 3.0)			0.015	0.034	0.049	0.024	0.025	0.049	1.222

<sup>1</sup> Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

<sup>2</sup> TSF = thousand square feet

<sup>3</sup> Truck Mix: South Coast Air Quality Management District’s (SCAQMD) recommended truck mix, by axle type. Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

PCE factors were applied to the trip generation rates for heavy trucks (2-axles, 3-axles, and 4+-axles). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and LOS analyses. The PCE factors are consistent with those used on other near-by projects.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project are summarized on Table 4-3 in actual vehicles. The proposed Project is anticipated to generate 406 two-way trips per day with 21 AM peak hour trips and 24 PM peak hour trips (actual vehicles). Intersection operations analysis for a truck-intensive project would be required to utilize the PCE trip generation consistent with the City’s Guidelines. As such, the Project’s trip generation in PCE is also shown on Table 4-3. The Project is anticipated to generate 604 two-way PCE trips per day with 29 PCE AM peak hour trips and 32 PCE PM peak hour trips.

**TABLE 4-3: PROJECT TRIP GENERATION SUMMARY**

Land Use	Quantity Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Actual Vehicles:</b>								
High-Cube Cold Storage Warehouse	191.394 TSF							
Passenger Cars:		15	1	16	4	14	18	262
2-axle Trucks:		1	1	2	1	1	2	50
3-axle Trucks:		0	0	0	0	0	0	16
4+-axle Trucks:		1	2	3	2	2	4	78
Total Truck Trips (Actual Vehicles):		2	3	5	3	3	6	144
<b>Total Trips (Actual Vehicles)<sup>2</sup></b>		<b>17</b>	<b>4</b>	<b>21</b>	<b>7</b>	<b>17</b>	<b>24</b>	<b>406</b>
<b>Passenger Car Equivalent (PCE):</b>								
High-Cube Cold Storage Warehouse	191.394 TSF							
Passenger Cars:		15	1	16	4	14	18	262
2-axle Trucks:		1	2	3	1	2	3	76
3-axle Trucks:		0	1	1	1	0	1	32
4+-axle Trucks:		3	6	9	5	5	10	234
Total Truck Trips (PCE):		4	9	13	7	7	14	342
<b>Total Trips (PCE)<sup>2</sup></b>		<b>19</b>	<b>10</b>	<b>29</b>	<b>11</b>	<b>21</b>	<b>32</b>	<b>604</b>

Note: Due to rounding, some of the numbers reflected in the table do not reflect actual calculated amounts.

<sup>1</sup> TSF = Thousand Square Feet

<sup>2</sup> Total = Passenger Cars + Trucks

**4.1.3 TRIP GENERATION COMPARISON**

Table 4-4 shows the trip generation comparison between the existing and proposed use. It is our understanding that the existing warehouse/office building is currently vacant and generates only incidental vehicle trips, however, should the existing site be fully occupied, then it is anticipated there would be a net reduction in trips. The resulting net new trips are identified at the bottom of Table 4-4. The trip generation comparison is based on PCE as the existing and proposed uses are truck-intensive uses (any intersection operations analysis would use the PCE-based trip generation). As shown on Table 4-4, the Project is anticipated to generate a net increase of 196 two-way trips per day with a net reduction of 28 AM peak hour trips and net reduction of 22 PM peak hour trips (in PCE). For the purposes of the TA, the trip generation shown on Table 4-3 will be utilized for the intersection operations analyses (no credit for existing use).

**TABLE 4-4: TRIP GENERATION COMPARISON**

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
<b>Proposed Project</b>							
Passenger Cars:	15	1	16	4	14	18	262
Total Truck Trips (PCE):	4	9	13	7	7	14	342
<b>Total Trips (PCE)</b>	<b>19</b>	<b>10</b>	<b>29</b>	<b>11</b>	<b>21</b>	<b>32</b>	<b>604</b>
<b>Existing Use: General Office</b>							
Passenger Cars:	50	7	57	9	45	54	408
Total Truck Trips (PCE):	0	0	0	0	0	0	0
<b>Total Trips (PCE)</b>	<b>50</b>	<b>7</b>	<b>57</b>	<b>9</b>	<b>45</b>	<b>54</b>	<b>408</b>
<b>Variance</b>							
Passenger Cars:	-35	-6	-41	-5	-31	-36	-146
Total Truck Trips (PCE):	4	9	13	7	7	14	342
<b>Total Trips (PCE)</b>	<b>-31</b>	<b>3</b>	<b>-28</b>	<b>2</b>	<b>-24</b>	<b>-22</b>	<b>196</b>

## 4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The trip distribution pattern of passenger cars is heavily influenced by the geographical location of the site, the location of surrounding land uses, and the proximity to the regional freeway system.

The trip distribution pattern for truck traffic is also influenced by the local truck routes. Both Valley View Street and Katella Avenue are truck routes within the City of Cypress. Given the differences between the vehicle types, separate trip distributions were generated for both passenger cars and truck trips. Exhibits 4-1 and 4-2 show the Project truck and passenger car trip distribution patterns, respectively. Distributions of passenger cars and trucks have been determined based on traffic count data.

EXHIBIT 4-1: PROJECT (TRUCK) TRIP DISTRIBUTION

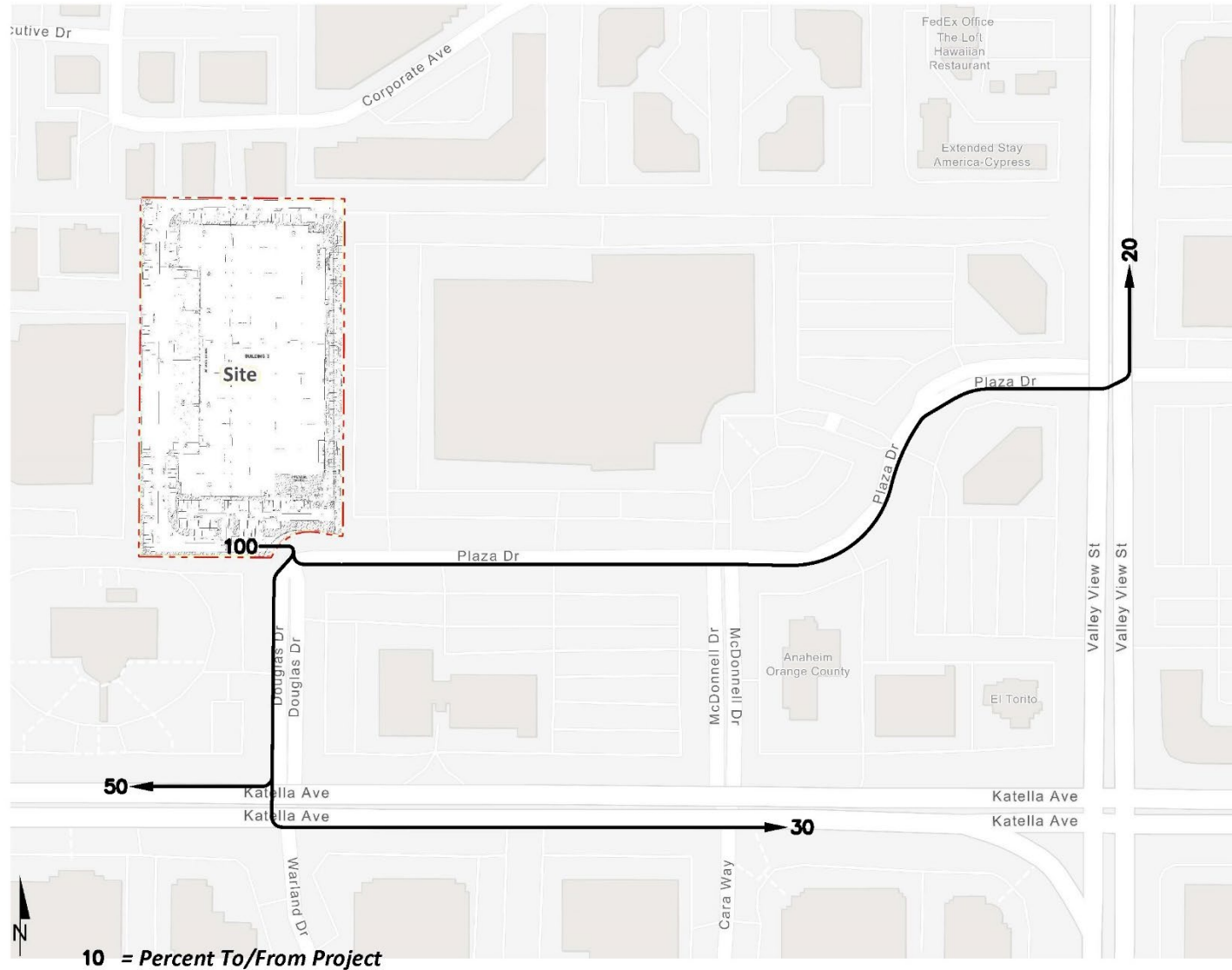
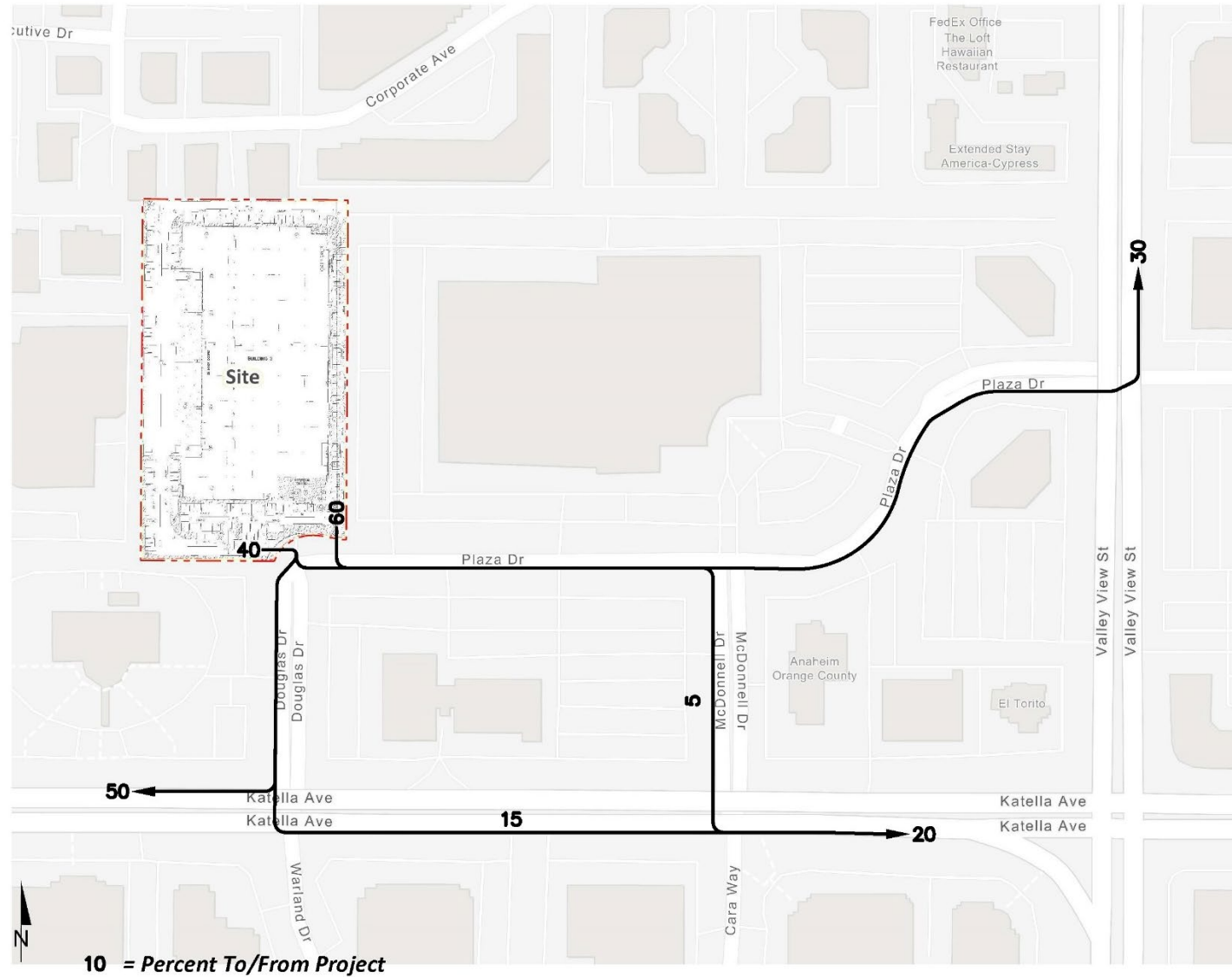


EXHIBIT 4-2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION





### 4.3 MODAL SPLIT

The potential for Project trips (non-truck) to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

### 4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, the Project only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-3.

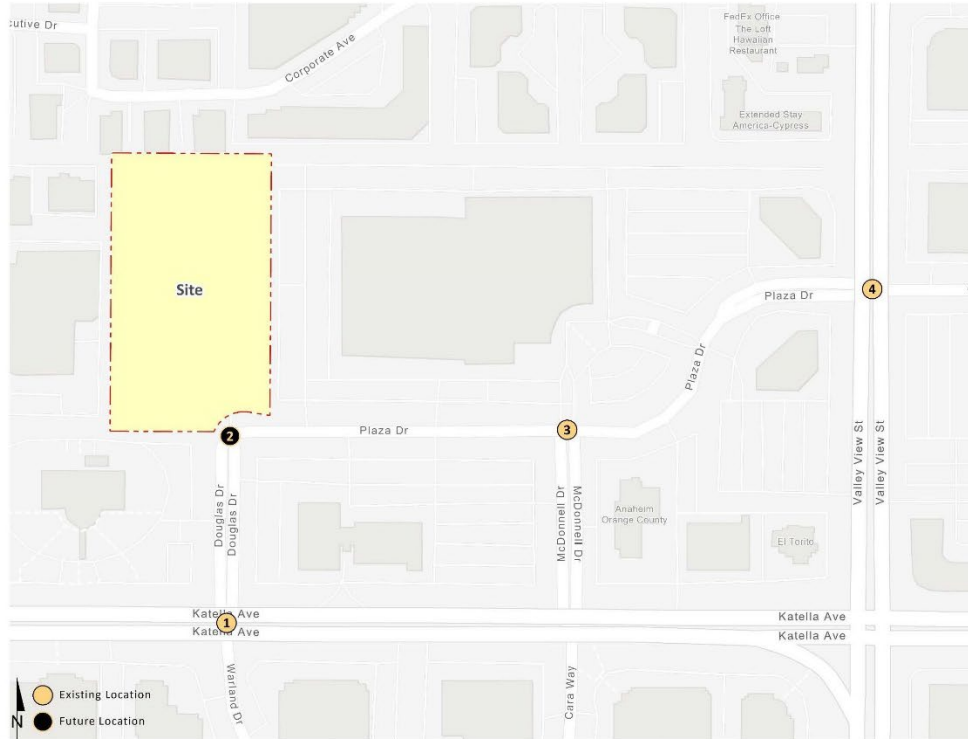
### 4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2% per year, compounded annually, for 2025 conditions. The total ambient growth is 4.04% for 2025 traffic conditions (compounded growth of 2 percent per year over 2 years or  $1.02^{2 \text{ years}}$ ). The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

### 4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City. The cumulative project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections. For the purposes of this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are shown on Exhibit 4-4, listed in Table 4-5, and have been considered for inclusion. Any additional traffic generated by other projects not on the cumulative projects list is likely accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed in Section 4.5 *Background Traffic*. Cumulative development projects are shown in Exhibit 4-4 and listed in Table 4-5. Cumulative Only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-5. Table 4-6 summarizes the trip generation for each of the cumulative development projects.

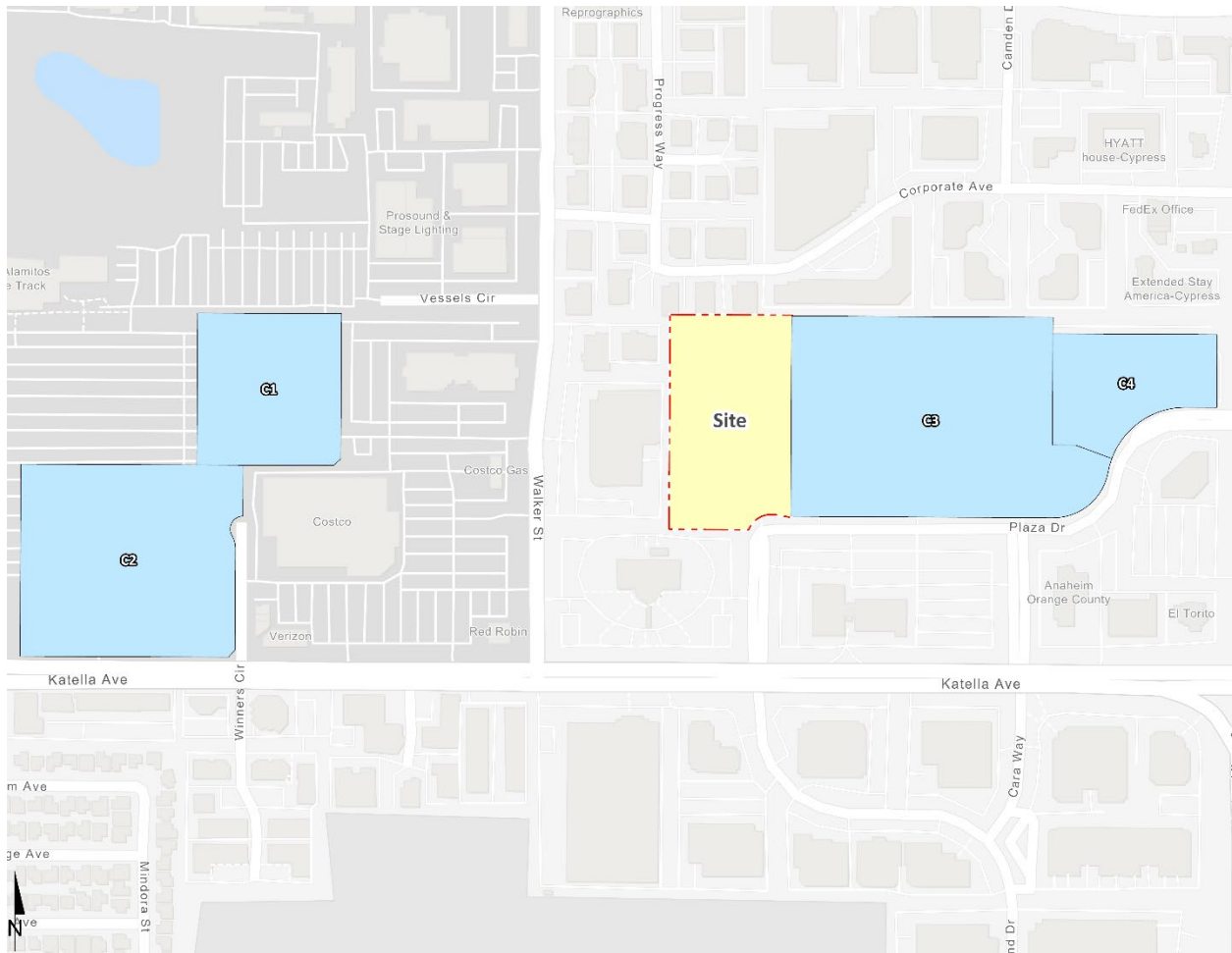
**EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES (PCE)**



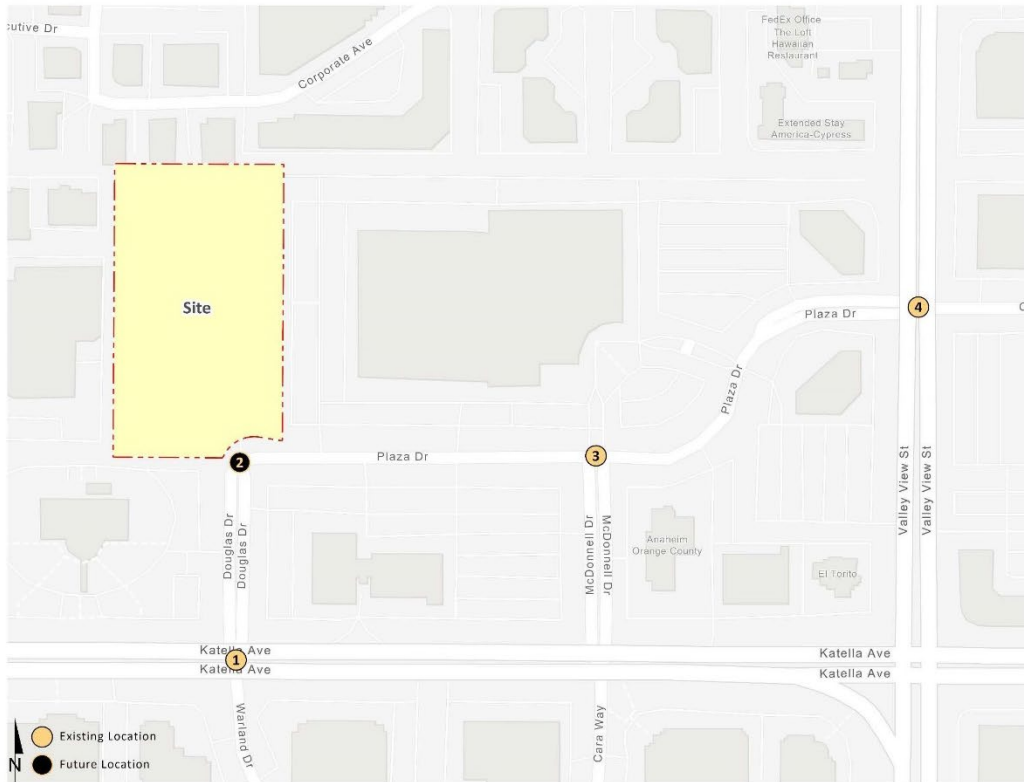
1 Douglas Dr./Warland Dr. & Katella Av.		2 Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.		3 McDonnell Dr. & Plaza Dr.	
300	100	150	100	100	100
← 5(11) ↗ 3(4) ↑ 3(3)	↘ 10(6) ↖ 3(4)	↓ 0(6) ↘ 0(2)	↑ 2(1) ← 4(2)	← 5(3)	↖ 2(6) ↘ 0(1)
200	250	250	300	100	100
4 Valley View St. & Plaza Dr./Chip Av.					
100	100				
← 5(3)	↗ 2(6)				
100	100				

##(##) AM(PM) Peak Hour Intersection Volumes  
 ## Average Daily Trips

**EXHIBIT 4-4: CUMULATIVE DEVELOPMENT LOCATION MAP**



**EXHIBIT 4-5: CUMULATIVE ONLY TRAFFIC VOLUMES (PCE)**



1 Douglas Dr./Warland Dr. & Katella Av.		2 Douglas Dr./Dwy. 2 & 3 Dwy. 1/Plaza Dr.		3 McDonnell Dr. & Plaza Dr.	
250	2,150	100	250	150	450
↓ 7(21) ← 32(83) ————— 21(7) → 58(62) →		↓ 0(4) ↓ 0(3) ————— ↓ 7(17) ↑ 4(1) ↑ 17(5)	↑ 3(1) ————— ↑ 7(17) ↑ 4(1) ↑ 17(5)	↓ 0(1) ↓ 1(7) ————— ↓ 6(32) ↑ 23(14) → ↑ 1(0) ↑ 35(7)	
<b>2,450</b>		<b>200</b>	<b>100</b>	<b>350</b>	
4 Valley View St. & Plaza Dr./Chip Av.					
1,050	550				
↓ 54(13) ↓ 7(18) ————— ↓ 12(51) → ↓ 12(39) →	↑ 40(12) ↑ 10(15)				
<b>850</b>	<b>350</b>				

##(##) AM(PM) Peak Hour Intersection Volumes  
 ## Average Daily Trips

**TABLE 4-5: CUMULATIVE DEVELOPMENT LAND USE SUMMARY**

No.	Project Name	Land Use <sup>1</sup>	Quantity Units <sup>2</sup>
C1	Cypress Town Center 7-AC Residential	Multifamily (Low Rise) Housing	135 DU
C2	The Square	Shopping Center	20,800 TSF
		Multifamily (Mid-Rise) Housing	251 DU
		Hotel	120 Rooms
		Medical Office Building	31,585 TSF
C3	Goodman Commerce Center	High-Cube Warehousing	390,264 TSF
C4	5995 Plaza Drive	General Office	104,734 TSF

<sup>1</sup> TSF = Thousand Square Feet; DU = Dwelling Units

**TABLE 4-6: CUMULATIVE DEVELOPMENT TRIP GENERATION SUMMARY**

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
C1: Cypress Town Center	14	48	62	48	28	76	988
C2: The Square	68	96	164	176	147	323	4,978
C3: Goodman Commerce Center	35	18	53	17	37	54	956
C4: 5995 Plaza Drive	140	19	159	26	125	151	1,135
<b>Total</b>	<b>257</b>	<b>181</b>	<b>438</b>	<b>267</b>	<b>337</b>	<b>604</b>	<b>8,057</b>

## 4.7 NEAR-TERM TRAFFIC CONDITIONS

The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast Future Year (2025) traffic conditions. An ambient growth factor accounts for background (area-wide) traffic increases that occur over time up to the year 2025 from the year 2023. Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2025 roadway network is similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project. The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Future Year (2025) Without Project
  - Existing 2022 counts + Adjustment (30% for existing offices, and 2% overall to reflect 2023)
  - Ambient growth traffic (4.04%)
  - Cumulative Development traffic
- Future Year (2025) With Project
  - Existing 2022 counts + Adjustment (30% for existing offices, and 2% overall to reflect 2023)
  - Ambient growth traffic (4.04%)
  - Cumulative Development traffic
  - Project traffic

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## 5 E+P TRAFFIC CONDITIONS

This section discusses the traffic forecasts for E+P conditions and the resulting intersection operations and traffic signal warrant analyses.

### 5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+P conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

### 5.2 E+P TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus Project traffic. The weekday ADT and weekday peak hour intersection turning movement volumes which can be expected for E+P traffic conditions are shown on Exhibit 5-1.

### 5.3 INTERSECTION OPERATIONS ANALYSIS

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized on Table 5-1 for E+P traffic conditions, which indicate that all of the study area intersections are anticipated to continue to operate at an acceptable LOS under E+P traffic conditions, consistent with Existing (2023) traffic conditions. The intersection operations analysis worksheets for E+P traffic conditions are included in Appendix 5.1 of this TA.

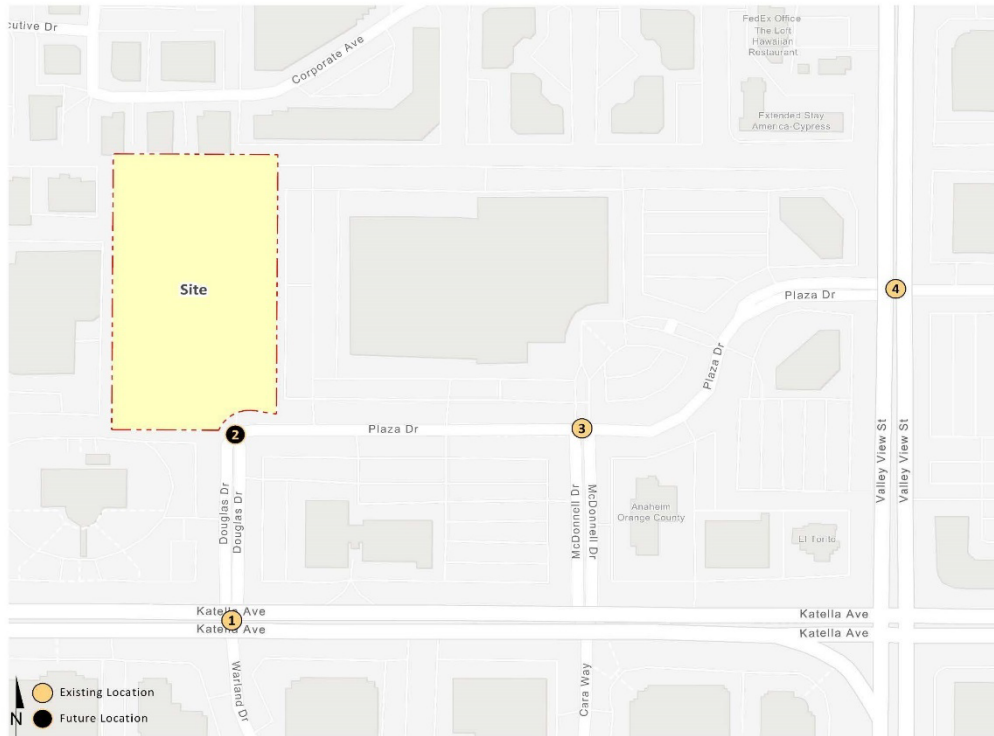
### 5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for E+P traffic conditions is based on the peak hour volume-based traffic signal warrants. No study area intersections are anticipated to meet peak hour volume-based warrants with the addition of Project traffic (see Appendix 5.2).

### 5.5 NEAR-TERM DEFICIENCIES AND IMPROVEMENTS

All study area intersections are anticipated to continue to operate at an acceptable LOS during the AM and PM peak hours under E+P traffic conditions and below the City's thresholds for change in delay and V/C (see Table 5-1). As such, no improvements, aside from those that are needed to facilitate site access, have been identified for E+P traffic conditions.

**EXHIBIT 5-1: E+P TRAFFIC VOLUMES (PCE)**



1 Douglas Dr./Warland Dr. & Katella Av.		2 Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.		3 McDonnell Dr. & Plaza Dr.	
<b>1,300</b>	<b>40,050</b>	<b>150</b>	<b>1,500</b>	<b>Nominal</b>	<b>900</b>
20(58) ↓ 1(2) ↓ 5(30) ↓ 37(17) → 1702(1963) → 72(32) ↓	↑ 37(9) ← 1782(1608) ↑ 12(9) ↑ 26(83) ↑ 2(1) ↑ 5(7)	0(6) ↓ 0(2) ↓ 2(4) → 7(8) ↓	↑ 2(1) ← 4(2) ↑ 53(100) ↑ 6(6) ↑ 7(2) ↑ 21(24)	0(3) ↓ 25(92) → 0(3) ↓	↑ 4(0) ← 109(83) ↑ 8(11) ↑ 20(5) ↑ 2(0) ↑ 77(9)
<b>43,200</b>	<b>1,450</b>	<b>250</b>	<b>1,650</b>	<b>2,050</b>	<b>350</b>
4 Valley View St. & Plaza Dr./Chip Av.					
<b>42,200</b>	<b>6,750</b>				
159(26) ↓ 1551(1503) ↓ 254(52) ↓ 11(174) → 9(0) → 15(61) ↓	↑ 39(355) ← 0(30) ↑ 12(162) ↑ 22(4) ↑ 1516(1967) ↑ 181(12)				
<b>3,300</b>	<b>41,150</b>				

###(##) AM(PM) Peak Hour Intersection Volumes  
 ## Average Daily Trips



**TABLE 5-1: INTERSECTION ANALYSIS FOR E+P CONDITIONS**

# Intersection	Traffic Control <sup>3</sup>	Existing								Existing plus Project								Net Change in Delay/ICU			
		Delay <sup>1</sup> (secs.)		Level of Service		ICU <sup>2</sup> (V/C)		Level of Service		Delay <sup>1</sup> (secs.)		Level of Service		ICU <sup>2</sup> (V/C)		Level of Service		Delay <sup>1</sup> (secs.)		ICU <sup>2</sup> (V/C)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1 Douglas Dr./Warland Dr. & Katella Av.	TS	5.4	8.2	A	A	0.439	0.517	A	A	6.0	8.7	A	A	0.448	0.523	A	A	0.6	0.5	0.009	0.006
2 Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.	AWS	7.2	7.7	A	A	--	--	--	--	7.2	7.7	A	A	--	--			0.0	0.0	--	--
3 Existing Driveway/McDonnell Dr. & Plaza Dr.	CSS	9.2	10.8	A	B	--	--	--	--	9.2	10.9	A	B	--	--			0.0	0.1	--	--
4 Valley View St. & Plaza Dr./Chip Av.	TS	15.4	35.7	B	D	0.560	0.794	A	C	15.5	36.1	B	D	0.562	0.797	A	C	0.1	0.4	0.002	0.003

<sup>1</sup> Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

<sup>2</sup> ICU reported as a volume-to-capacity ratio and for signalized intersections only. ICU not applicable to unsignalized inspections.

<sup>3</sup> TS = Traffic Signal; AWS = All-Way Stop; CSS = Cross-Street Stop

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## 6 FUTURE YEAR (2025) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Future Year (2025) conditions and the resulting intersection operations and traffic signal warrant analyses.

### 6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Future Year (2025) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Future Year (2025) conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Future Year (2025) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).

### 6.2 WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2023) traffic volumes plus an ambient growth factor of 4.04% and traffic from pending and approved cumulative development projects. The weekday ADT volumes and peak hour volumes which can be expected for Future Year (2025) Without Project traffic conditions are shown on Exhibit 6-1.

### 6.3 WITH PROJECT TRAFFIC VOLUME FORECASTS

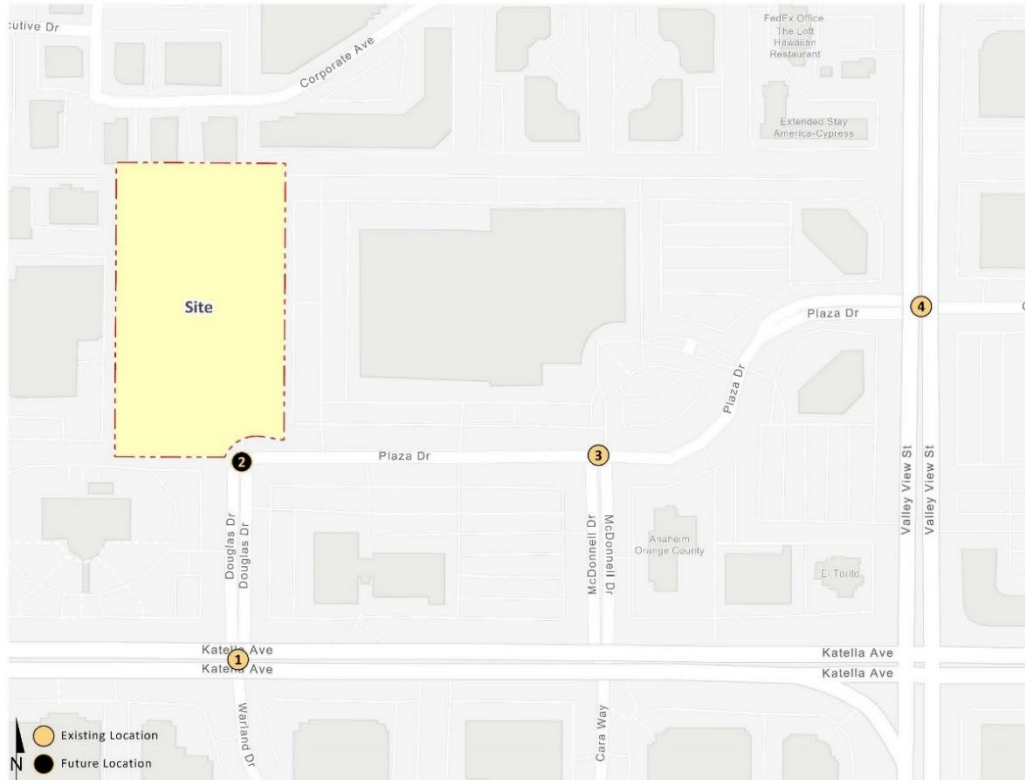
This scenario includes Existing (2023) traffic volumes plus an ambient growth factor of 4.04%, traffic from pending and approved cumulative development projects, and the addition of Project traffic. The weekday ADT volumes and peak hour volumes which can be expected for Future Year (2025) With Project traffic conditions are shown on Exhibit 6-2. Traffic volumes on the north leg of Driveway 1/Douglas Drive and Driveway 2/Plaza Drive include the traffic associated with the adjacent cumulative project.

### 6.4 INTERSECTION OPERATIONS ANALYSIS

Future Year (2025) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized on Table 6-1 for Future Year traffic conditions, which indicate the study area intersections are anticipated to continue to operate at an acceptable LOS under Future Year (2025) Without and With Project traffic conditions. The intersection operations analysis worksheets for Future Year (2025) Without and With Project traffic conditions are included in Appendix 6.1 and Appendix 6.2 of this TA, respectively.

Install a new southbound signal head on the northwest corner of Douglas Drive/Warland Drive at Katella Avenue for southbound approach vehicles in order to display the signal indication should a truck in the southbound lanes obstruct the existing signal heads on the mast arm. The new signal head will be installed on the existing pole on the northwest corner.

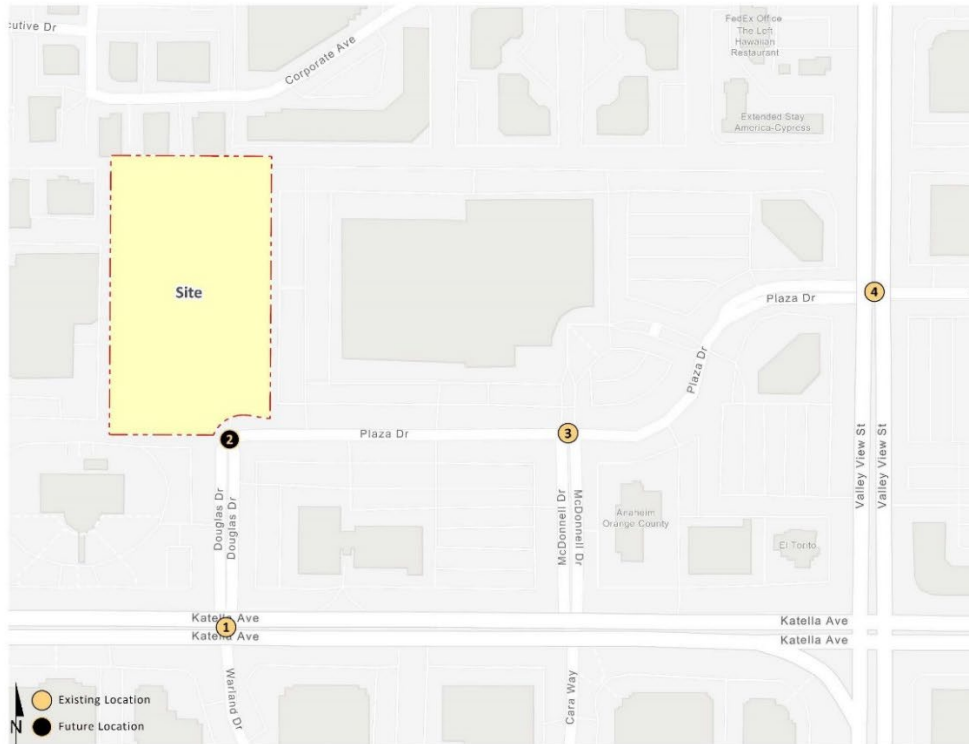
**EXHIBIT 6-1: FUTURE YEAR (2025) WITHOUT PROJECT TRAFFIC VOLUMES (PCE)**



1 Douglas Dr./Warland Dr. & Katella Av.		2 Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.		3 McDonnell Dr. & Plaza Dr.	
<b>1,350</b>	<b>43,750</b>	<b>100</b>	<b>1,650</b>	<b>200</b>	<b>1,300</b>
↑ 22(69) ↓ 1(2) ↘ 2(27) ↙ 49(18) → 1828(2104) ↘ 74(33)	↑ 35(6) ← 1886(1755) ↖ 12(9) ↑ 27(86) ↑ 2(1) ↑ 5(7)	↓ 0(4) ↘ 0(3)	↑ 3(1) ↖ 62(121) ↑ 4(1) ↑ 39(29)	↓ 0(4) ↘ 1(7)	↑ 10(2) ← 122(102) ↖ 14(43) ↖ 20(5) ↑ 3(0) ↑ 115(16)
<b>47,150</b>	<b>1,500</b>	<b>200</b>	<b>1,500</b>	<b>2,300</b>	<b>350</b>
4 Valley View St. & Plaza Dr./Chip Av.					
<b>44,800</b>	<b>7,600</b>				
↑ 214(37) ↓ 1620(1582) ↘ 264(54) ↙ 21(226) → 9(0) ↘ 27(102)	↑ 40(369) ← 0(31) ↖ 12(169) ↑ 62(16) ↑ 1587(2061) ↑ 188(12)				
<b>4,150</b>	<b>43,150</b>				

##(##) AM(PM) Peak Hour Intersection Volumes  
 ## Average Daily Trips

**EXHIBIT 6-2: FUTURE YEAR (2025) WITH PROJECT TRAFFIC VOLUMES (PCE)**



1 Douglas Dr./Warland Dr. & Katella Av.		2 Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.		3 McDonnell Dr. & Plaza Dr.	
1,600	43,850	300	1,800	150	1,400
↑ 27(80) ↓ 1(2) ↘ 5(31)	↑ 38(9) ← 1886(1755) ↘ 12(9)	↓ 0(10) ↘ 0(5)	↑ 5(2) ← 4(2) ↘ 62(121)	↓ 0(1) ↘ 1(7)	↑ 6(2) ← 127(105) ↘ 14(43)
↖ 59(24) ↗ 1828(2104) ↙ 74(33)	↖ 27(86) ↗ 2(1) ↙ 5(7)	↖ 2(4) ↙ 7(8)	↖ 6(6) ↙ 11(3) ↘ 39(29)	↖ 48(109) ↙ 0(3)	↖ 21(5) ↙ 3(0) ↘ 115(16)
47,350	1,500	450	1,800	2,450	350
4 Valley View St. & Plaza Dr./Chip Av.					
44,950	7,600				
↑ 219(40) ↓ 1620(1582) ↘ 264(54)	↑ 40(369) ← 0(31) ↘ 12(169)				
↖ 23(232) ↗ 9(0) ↙ 27(102)	↖ 62(16) ↗ 1587(2061) ↙ 188(12)				
4,250	43,150				

###(##) AM(PM) Peak Hour Intersection Volumes  
 ## Average Daily Trips

**TABLE 6-1: INTERSECTION ANALYSIS FOR FUTURE YEAR (2025) CONDITIONS**

# Intersection	Traffic Control <sup>3</sup>	2025 Without Project								2025 With Project								Net Change in Delay/ICU			
		Delay <sup>1</sup> (secs.)		Level of Service		ICU <sup>2</sup> (V/C)		Level of Service		Delay <sup>1</sup> (secs.)		Level of Service		ICU <sup>2</sup> (V/C)		Level of Service		Delay <sup>1</sup> (secs.)		ICU <sup>2</sup> (V/C)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1 Douglas Dr./Warland Dr. & Katella Av.	TS	6.8	9.4	A	A	0.477	0.559	A	A	7.7	9.8	A	A	0.486	0.565	A	A	0.9	0.4	0.009	0.006
2 Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.	AWS	7.2	7.8	A	A	--	--	--	--	7.3	7.9	A	A	--	--	--	--	0.1	0.1	--	--
3 Existing Driveway/McDonnell Dr. & Plaza Dr.	CSS	10.9	12.0	B	B	--	--	--	--	10.9	11.9	B	B	--	--	--	--	0.0	-0.1	--	--
4 Valley View St. & Plaza Dr./Chip Av.	TS	18.6	45.7	B	D	0.582	0.856	A	D	18.7	46.8	B	D	0.582	0.860	A	D	0.1	1.1	0.000	0.004

<sup>1</sup> Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

<sup>2</sup> ICU reported as a volume-to-capacity ratio and for signalized intersections only. ICU not applicable to unsignalized inspections.

<sup>3</sup> TS = Traffic Signal; AWS = All-Way Stop; CSS = Cross-Street Stop

## 6.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Future Year (2025) traffic conditions are based on the peak hour volume-based traffic signal warrants. There are no study area intersections anticipated to meet traffic signal warrants for both Future Year (2025) Without and With Project traffic conditions (see Appendix 6.3 and Appendix 6.4, respectively).

## 6.6 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

This section provides a summary of Project deficiencies and recommended improvements. There are no study area intersections anticipated to operate at an unacceptable LOS under Future Year (2025) traffic conditions and below the City's thresholds for change in delay and V/C (see Table 6-1). However, a new southbound signal head on the northwest corner of Douglas Drive/Warland Drive at Katella Avenue for southbound approach vehicles is recommended. The new signal head will be installed on the existing pole on the northwest corner. The purpose of the new signal head is to display the signal indication should a truck in the southbound lanes obstruct the existing signal heads on the mast arm.

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## 7 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Cypress are funded through a combination of project mitigation, development impact fee programs and/or fair share contributions, such as the City of Cypress Development Impact Fee (DIF) program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

### 7.1 DEVELOPMENT IMPACT FEE PROGRAM

Per the City of Cypress Master Fee Schedule Resolution No. 6118 (adopted March 8, 2010), the Project is subject to pay a City-wide Traffic Improvement Fee of \$0.65 per square foot and a Regional Traffic Improvement Fee of \$0.06 per square foot (for light industrial development). These Development Impact Fees (DIF) are collected from new residential, commercial, and industrial development for the purpose of funding roadway and intersection improvements necessary to accommodate City growth as identified in the City’s General Plan Circulation Element. The Project’s transportation impacts fee calculations are shown on Table 7-1.

**TABLE 7-1: ESTIMATED FEE OBLIGATION**

Fee	Land Use Category	Unit Cost	Project Units	Fee
City-Wide Traffic Improvement Fee	Light Industrial	\$0.65	191,394 SF	\$124,406.10
Regional Traffic Improvement Fee	Light Industrial	\$0.06	191,394 SF	\$11,483.64
<b>Total</b>				<b>\$135,889.74</b>

Note: Rates adopted March 8, 2010.

The Project Applicant will be subject to the City’s DIF fee program and will pay the requisite City DIF fees at the rates then in effect pursuant to the City’s ordinance. The Project Applicant’s payment of the requisite DIF at the rates then in effect, pursuant to the City DIF Program, would satisfy the Project’s proportional contribution at potentially affected DIF-funded facilities.

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## 8 REFERENCES

1. **City of Cypress.** *Transportation Operational Assessment (Level-Of-Service Traffic Study) Guidelines.* City of Cypress : s.n., April 2023.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
3. **Orange County Transportation Authority.** *2021 Orange county Congestion Management Program Report.* County of Orange : s.n., November 2021.
4. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
5. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated March 30, 2021 (Revision 6).

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## **APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT**

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### TRANSPORTATION ASSESSMENT SCOPING FORM

This Transportation Assessment Scoping Form acknowledges that the transportation assessment for the following project will be prepared in accordance with the latest version of City's Transportation Operational Assessment Guidelines. **The completed form must be submitted via the City's online portal at: <https://cypressca.viewpointcloud.com/categories/1092/record-types/6520>**

**Project Name:** Goodman Commerce Center

**Project Address:** 5665 Plaza Drive

**Project Description:** 191,394 square feet of warehouse use

**Project Trip Generation Rate(s):** ITE 11th Edition / Other ITE 11th Edition, Code 157

The project trip generation table with a summary of the proposed and existing land uses, ITE trip rates and forecast morning and afternoon peak hour trips are attached.

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	<u>TOTAL</u>	Net Change in PCE
Net AM Trips	<u>-31</u>	<u>+3</u>	<u>-28</u>	Net Daily Trips <u>+196</u>	
Net PM Trips	<u>+2</u>	<u>-24</u>	<u>-22</u>		

**Trip Generation Adjustments:** Exact amount of credit subject to acceptance by the City of Cypress Traffic Engineer.

	Yes (% applied)	No	Existing/Prior Use Counts Collected?
Existing/Prior Active Land Use	25% occupied		Yes <input checked="" type="checkbox"/> No
Internal Trip Capture		X	
Pass-By Trip		X	

**Project Geographic Distribution:** N 30 C % S 0 % E 20 C % W 50 C %  
T 20 T % T 30 T % T 50 T %

Attach graphic illustrating project trip distribution (inbound and outbound) percentages at the studied intersections.

**Project Buildout Year:** 2025      **Ambient Growth Rate:** 2.0 % Per Yr.

**Related Projects:** To be researched by the consultant. The related projects trip generation table and map are attached as part of the TAS.

**Proposed Study Intersections:** (May be subject to revision after initial impact analysis.)

1. Douglas Dr. & Katella Av.	4. Valley View St. & Plaza Dr.
2. Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.	5.
3McDonnell Dr./Cara Way & Plaza Dr.	6.

**Other Analysis/Assumptions or Exceptions:**

See Special Issues of attached Scoping Memo

Consultant Name: Charlene So, Urban Crossroads, Inc.

Phone: 949-861-0177

E-Mail: cso@urbanxroads.com

Submitted by: *Charlene So* 08/17/2023  
Consultant Signature / Date

**DATE:** August 17, 2023  
**TO:** Dave Roseman, City of Cypress  
**FROM:** Charlene So, Urban Crossroads, Inc.  
**JOB NO:** 15593-01 TA Scope

### **GOODMAN COMMERCE CENTER TRAFFIC ANALYSIS SCOPING AGREEMENT (REVISED)**

Urban Crossroads, Inc. is pleased to submit this scoping letter to City of Cypress for the proposed Goodman Commerce Center development (**Project**), which is located at 5665 Plaza Drive in the City of Cypress. This letter describes the draft proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the proposed Project study area and analysis locations. The purpose of this work effort is to determine whether additional traffic analysis is necessary for the proposed Project based on the City of Cypress's Transportation Operational Assessment (Level of Service Traffic Study) Guidelines (April 2023) (City Guidelines). Our goal is to obtain comments from City of Cypress staff, to ensure that the traffic study fully addresses the potential impacts of the proposed Project.

### **PROPOSED PROJECT**

The Project consists of the development of a 191,394 square foot warehouse building. The Traffic Study will evaluate 95,697 square feet of high-cube transload/short-term storage warehouse use and 95,697 square feet of high-cube cold storage warehouse use. A preliminary site plan for the proposed Project is shown on Exhibit 1. The Project will provide access to Plaza Drive via a new driveway within the westerly end of Plaza Drive and a shared driveway with the proposed industrial building to the east. The westerly driveway (Driveway 1) will serve passenger cars and trucks while the easterly driveway will serve passenger cars only. The Project is anticipated to have an opening year of 2025. The proposed Project will replace an existing 150,626 square foot office building.





## TRIP GENERATION

### EXISTING TRAFFIC

The proposed Project will replace an existing 150,626 square foot office building. At the time traffic counts were conducted on August 30, 2022, the office building was 41% occupied, however, in an effort to recognize that leased tenants may have been underutilizing the space, the building has been assumed to be 25% occupied. In an effort to understand the existing traffic associated with the current uses, the trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (11<sup>th</sup> Edition, 2021) for the existing general office (ITE Land Use Code 710) use (see Table 1).

General Office (ITE Land Use Code 710) has been used to calculate the trip generation for the existing 37,657 square feet of occupied office use (25% of 150,626 square feet). The trip generation summary illustrating daily, and peak hour trip generation estimates for the existing uses are shown on Table 1. As shown on Table 1, the existing use generates a total of 408 two-way trips per day with 57 AM peak hour trips and 54 PM peak hour trips.

**TABLE 1: EXISTING TRIP GENERATION SUMMARY**

Land Use <sup>1</sup>	Units <sup>2</sup>	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Office (based on average rates)	TSF	710	1.34	0.18	1.52	0.24	1.20	1.44	10.84

<sup>1</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

<sup>2</sup> TSF = thousand square feet

Land Use	Quantity Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
General Office <sup>2</sup>	37.657 TSF	50	7	57	9	45	54	408

<sup>1</sup> TSF = Thousand Square Feet

<sup>2</sup> 25% of the 150,626 square foot office building was occupied in August 2022 (or 37,657 square feet).

### PROPOSED PROJECT

The proposed Project consists of a single 191,394 square foot warehouse building. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the ITE Trip Generation Manual (11<sup>th</sup> Edition, 2021) was used for the proposed Project. Table 2 summarizes the trip generation rates. For purposes of this assessment, the following land use and vehicle mix has been utilized:

- ITE land use code 157 (High-Cube Cold Storage Warehouse) has been used to derive site specific trip generation estimates for up to 191,394 square feet. High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix (passenger cars versus trucks) has been obtained from the ITE's Trip Generation Manual. The truck percentages

were further broken down by axle type per the following South Coast Air Quality Management District (**SCAQMD**) recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.

**TABLE 2: TRIP GENERATION RATES**

Land Use <sup>1</sup>	Units <sup>2</sup>	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>Actual Vehicle Trip Generation Rates</b>									
High-Cube Cold Storage Warehouse <sup>3</sup>	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars (AM-72.7%, PM-75.0%, Daily-64.6%)			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (AM-9.5%, PM-8.7%, Daily-12.3%)			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks (AM-3.0%, PM-2.8%, Daily-3.9%)			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks (AM-14.8%, PM-13.6%, Daily-19.2%)			0.005	0.011	0.016	0.008	0.008	0.016	0.407
<b>Passenger Car Equivalent (PCE) Trip Generation Rates<sup>6</sup></b>									
High-Cube Cold Storage Warehouse <sup>3</sup>	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (PCE = 1.5)			0.005	0.011	0.016	0.008	0.008	0.016	0.390
3-Axle Trucks (PCE = 2.0)			0.002	0.005	0.007	0.004	0.003	0.007	0.165
4+-Axle Trucks (PCE = 3.0)			0.015	0.034	0.049	0.024	0.025	0.049	1.222

<sup>1</sup> Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

<sup>2</sup> TSF = thousand square feet

<sup>3</sup> Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.  
Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

Passenger car equivalent (**PCE**) factors were applied to the trip generation rates for heavy trucks (2-axles, 3-axles, and 4+-axles). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and LOS analyses. The PCE factors are consistent with those used on other near-by projects.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project are summarized on Table 3 in actual vehicles. The proposed Project is anticipated to generate 406 two-way trips per day with 21 AM peak hour trips and 24 PM peak hour trips (actual vehicles). Intersection operations analysis for a truck-intensive project would be required to utilize the PCE trip generation consistent with the City's Guidelines. As such, the Project's trip generation in PCE is also shown on Table 3. The Project is anticipated to generate 604 two-way PCE trips per day with 29 PCE AM peak hour trips and 32 PCE PM peak hour trips.

**TABLE 3: PROJECT TRIP GENERATION SUMMARY**

Land Use	Quantity Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Actual Vehicles:</b>								
High-Cube Cold Storage Warehouse	191.394 TSF							
Passenger Cars:		15	1	16	4	14	18	262
2-axle Trucks:		1	1	2	1	1	2	50
3-axle Trucks:		0	0	0	0	0	0	16
4+-axle Trucks:		1	2	3	2	2	4	78
Total Truck Trips (Actual Vehicles):		2	3	5	3	3	6	144
<b>Total Trips (Actual Vehicles)<sup>2</sup></b>		<b>17</b>	<b>4</b>	<b>21</b>	<b>7</b>	<b>17</b>	<b>24</b>	<b>406</b>
<b>Passenger Car Equivalent (PCE):</b>								
High-Cube Cold Storage Warehouse	191.394 TSF							
Passenger Cars:		15	1	16	4	14	18	262
2-axle Trucks:		1	2	3	1	2	3	76
3-axle Trucks:		0	1	1	1	0	1	32
4+-axle Trucks:		3	6	9	5	5	10	234
Total Truck Trips (PCE):		4	9	13	7	7	14	342
<b>Total Trips (PCE)<sup>2</sup></b>		<b>19</b>	<b>10</b>	<b>29</b>	<b>11</b>	<b>21</b>	<b>32</b>	<b>604</b>

<sup>1</sup> TSF = Thousand Square Feet

<sup>2</sup> Total = Passenger Cars + Trucks

**TRIP GENERATION COMPARISON**

Table 4 shows the trip generation comparison between the existing and proposed use. It is our understanding that the existing warehouse/office building is currently vacant and generates only incidental vehicle trips, however, should the existing site be fully occupied, then it is anticipated there would be a net reduction in trips. The resulting net new trips are identified at the bottom of Table 4. The trip generation comparison is based on PCE as the existing and proposed uses are truck-intensive uses (any intersection operations analysis would use the PCE-based trip generation). As shown on Table 4, the Project is anticipated to generate a net increase of 196 two-way trips per day with a net reduction of 28 AM peak hour trips and net reduction of 22 PM peak hour trips (in PCE). Trip generation shown on Table 3 will be utilized for the intersection operations analyses.

**TABLE 4: TRIP GENERATION COMPARISON**

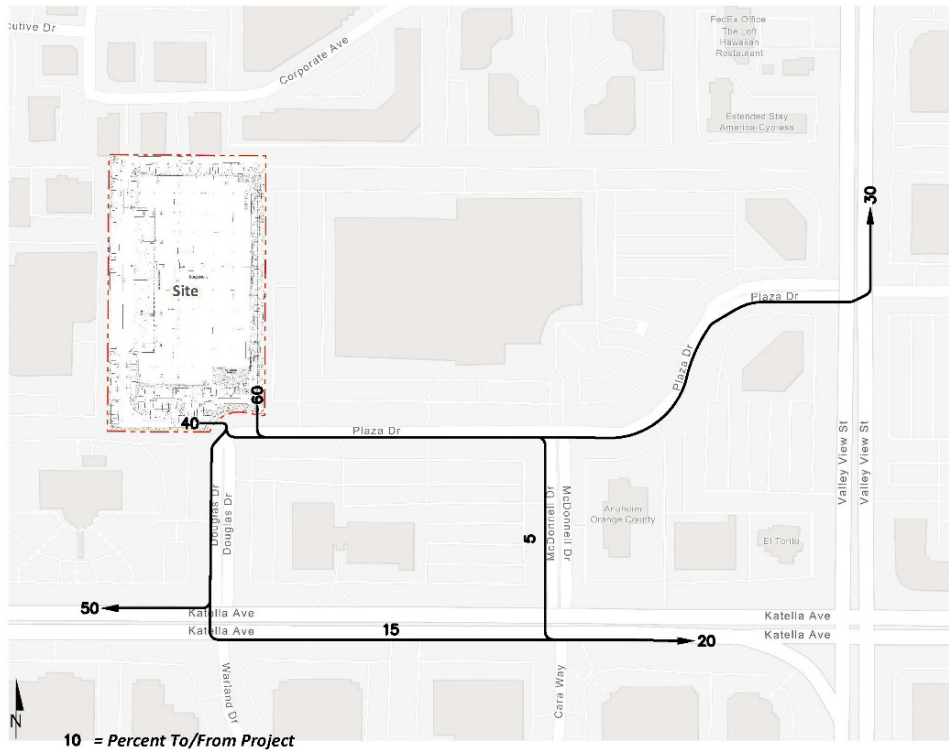
Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
<b>Proposed Project</b>							
Passenger Cars:	15	1	16	4	14	18	262
Total Truck Trips (PCE):	4	9	13	7	7	14	342
<b>Total Trips (PCE)</b>	<b>19</b>	<b>10</b>	<b>29</b>	<b>11</b>	<b>21</b>	<b>32</b>	<b>604</b>
<b>Existing Use: General Office</b>							
Passenger Cars:	50	7	57	9	45	54	408
Total Truck Trips (PCE):	0	0	0	0	0	0	0
<b>Total Trips (PCE)</b>	<b>50</b>	<b>7</b>	<b>57</b>	<b>9</b>	<b>45</b>	<b>54</b>	<b>408</b>
<b>Variance</b>							
Passenger Cars:	-35	-6	-41	-5	-31	-36	-146
Total Truck Trips (PCE):	4	9	13	7	7	14	342
<b>Total Trips (PCE)</b>	<b>-31</b>	<b>3</b>	<b>-28</b>	<b>2</b>	<b>-24</b>	<b>-22</b>	<b>196</b>

## PROJECT TRIP DISTRIBUTION

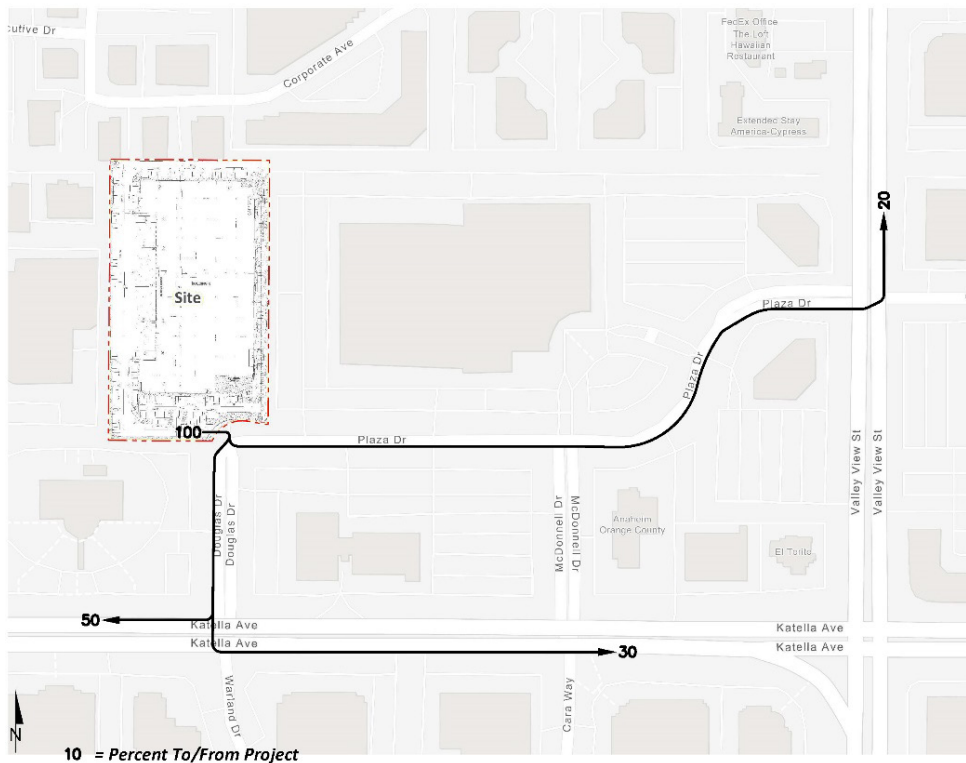
Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern of passenger cars is heavily influenced by the geographical location of the site, the location of surrounding land uses, and the proximity to the regional freeway system.

The trip distribution pattern for truck traffic is also influenced by the local truck routes. Both Valley View Street and Katella Avenue are truck routes within the City of Cypress. Given the differences between the vehicle types, separate trip distributions were generated for both passenger cars and truck trips. The Project passenger car and truck trip distribution patterns are graphically depicted on Exhibits 2 and 3, respectively. Distributions of passenger cars and trucks have been determined based on traffic count data.

### EXHIBIT 2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



### EXHIBIT 3: PROJECT (TRUCK) TRIP DISTRIBUTION



## ANALYSIS SCENARIOS

Peak hour operations at each of the study area intersections and site access driveways will be assessed based on the HCM 6<sup>th</sup> Edition methodology and the ICU methodology results will be reported for signalized intersections under the following analysis scenarios:

- Existing (2023) Conditions
- Existing plus Project (E+P) Conditions
- Opening Year Cumulative (2025) Without Project Conditions: existing traffic, ambient growth, and traffic associated with the two large development projects currently under construction near the Costco
- Opening Year Cumulative (2025) With Project Conditions: existing traffic, ambient growth, traffic associated with the two large development projects currently under construction near the Costco, and proposed Project traffic

The following parameters will be utilized in determining the LOS at the study area intersections:

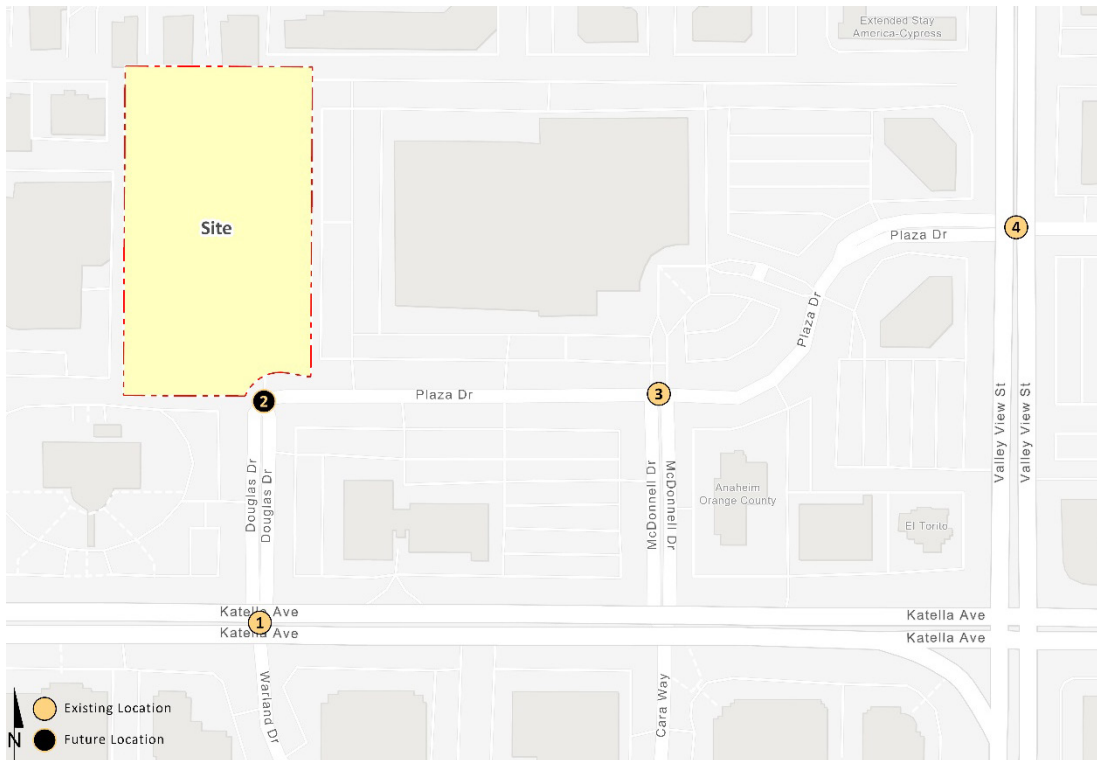
- Saturation flow rate of 1,700 vehicles per hour per lane or 2,880 vehicles per hour of green for dual-turning lanes.
- The adjustment for lost time shall be 0.05.

## STUDY AREA

Based upon the Project trip generation and trip distribution patterns included as part of this letter, the proposed study area intersections are identified on Exhibit 4.

#	Intersection
1	Douglas Dr. & Katella Av.
2	Douglas Dr./Dwy. 2 & Dwy. 1/Plaza Dr.
3	McDonnell Dr./Cara Wy. & Plaza Dr.
4	Valley View St. & Plaza Dr.

#### EXHIBIT 4: STUDY AREA



#### EXISTING COUNT DATA

Traffic counts (classified by vehicle type) conducted on August 30, 2022, when local schools were in session and operating on a typical bell schedule are proposed to be utilized for the purposes of the traffic study. An adjustment factor of 2% will be applied to the 2022 traffic counts for 2023 baseline conditions. Time periods counted were from 7:00-9:00 AM and 4:00-6:00 PM and include pedestrian and bicycle counts at each analysis location. No adjustments are proposed to the new traffic counts for the baseline traffic condition as traffic counts with the exception of volume balancing that would be necessary between closely spaced intersections.

#### AMBIENT GROWTH

Pursuant to discussion with City staff and consistent with other studies performed in the area, an ambient growth rate of 2% per year is proposed for the study area intersection to approximate background growth not identified by nearby cumulative development projects. As such, the ambient growth used will be 4.04% (2% per year compounded over 2 years).



## CUMULATIVE DEVELOPMENT PROJECTS

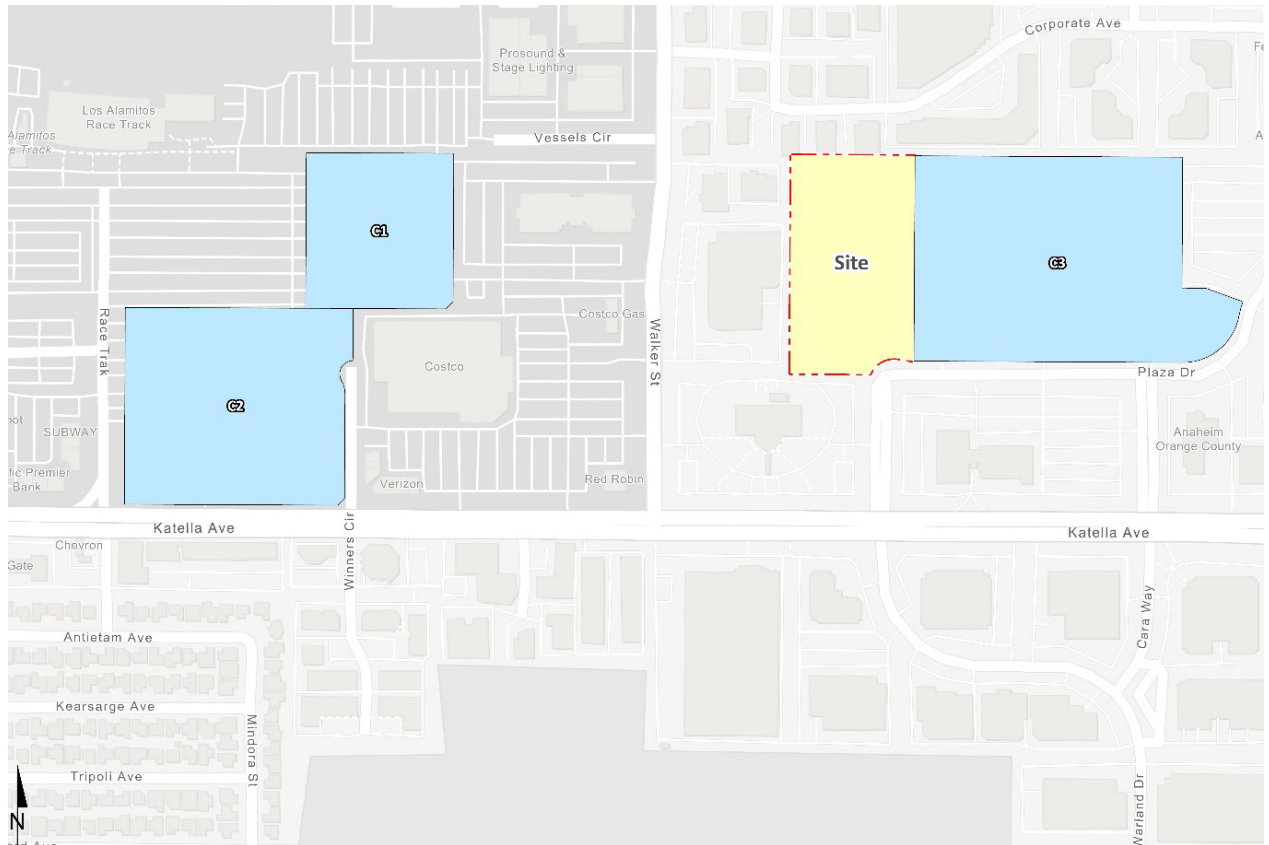
It is requested that the City provide a list of cumulative projects that need to be considered for the focused traffic analysis if there are projects that need to be included in conjunction with the ambient growth rate. A preliminary cumulative project list is provided on Table 5 and the locations are graphically shown on Exhibit 5.

**TABLE 5: CUMULATIVE DEVELOPMENT LAND USE SUMMARY**

No.	Project Name	Land Use <sup>1</sup>	Quantity Units <sup>2</sup>
C1	Cypress Town Center 7-AC Residential	Multifamily (Low Rise) Housing	135 DU
C2	The Square	Shopping Center	20,800 TSF
		Multifamily (Mid-Rise) Housing	251 DU
		Hotel	120 Rooms
		Medical Office Building	31,585 TSF
C3	Goodman Commerce Center	High-Cube Warehousing	390,264 TSF

<sup>1</sup> TSF = Thousand Square Feet; DU = Dwelling Units

**EXHIBIT 5: CUMULATIVE DEVELOPMENT PROJECT LOCATION MAP**



## LEVEL OF SERVICE (LOS) METHDODOLOGY

The City of Cypress requires signalized intersections to be evaluated through Intersection Capacity Utilization (ICU) analysis which compares the peak hour traffic volumes to intersection capacity (v/c). The ICU methodology is not applicable to unsignalized intersections. Intersection LOS operations will also be reported based on the Highway Capacity Manual (HCM) methodology which are based on an intersection's average control delay (in seconds) for both signalized and unsignalized intersections.

## LEVEL OF SERVICE (LOS) CRITERIA

The definition of an intersection deficiency has been obtained from the City's General Plan. The City of Cypress has adopted a level of service (**LOS**) D or better as the desired citywide operating standard for most City streets. However, given the influence of regional traffic on Valley View Street, Lincoln Avenue, and Katella Avenue, which are beyond the control of the City of Cypress, LOS E or better has been adopted as the minimum operating LOS for street segments and intersections on the aforementioned arterials due to the high volume of traffic carried on these roadways.

## THRESHOLDS OF DEFICIENCY

For the intersections that lie within the City of Cypress, determination of whether the Project has an adverse effect on intersection operations will be based on a comparison of without and with project levels of service.

*For HCM Analysis:* For signalized intersections, the traffic operations deficiency shall be determined in accordance with Table 6 below:

With Project LOS	Project-Related Increase in Delay (in seconds)
C or better	> 6.0 seconds
D	> 4.0 seconds
E, F	> 2.0 seconds

To determine whether a project's added traffic would result in a deficiency at a study area unsignalized intersection in accordance with the City's HCM methodology, the following criteria shall be applied:

- a) Worsens the LOS at an unsignalized intersection from LOS D or better to LOS E or F;
- b) Causes an increase in the delay equal to or more than three (3.0) seconds at an unsignalized intersection that operates at LOS E or F with project.

*For ICU Analysis:* a deficiency at both signalized study intersections will be determined in accordance with Table 7:

**TABLE 7: ICU INTERSECTION DEFICIENCY CRITERIA**

Without Project LOS	With Project Volume/Capacity (V/C) Ratio	With Project Level of Service
D	>0.900 or greater	LOS E or F
Without Project LOS	With Project Volume/Capacity (V/C) Ratio	Project-Related increase in V/C
E, F	>0.900 or greater	Equal to or greater than 0.03

*Improvements:* Any decrease beyond the minimum acceptable LOS due to the addition of project traffic requires alternative corrective measures to return the intersection to an acceptable LOS. For intersections operating below the minimum acceptable LOS prior to the addition of project traffic, and the LOS would be worsened with the addition of project traffic, corrective measures should be identified, if feasible, to return to “without project” condition LOS or V/C (volume/capacity ratio), whichever is greater. Alternative corrective measures to roadway widening which may include the reduction of project traffic volumes through application of signal system upgrades, phasing changes, synchronization, and/or project design improvements which are expected to improve capacity and/or efficiency within the transportation network (e.g., changes to a project’s site access or internal circulation scheme) shall be identified with concurrence from the City Traffic Engineer.

**SPECIAL ISSUES**

The following special issues will also be addressed as part of the focused traffic analysis:

- **Traffic Signal Warrant Analysis:** Traffic signal warrant analysis will be performed for all full-access unsignalized study area intersections utilizing the California MUTCD peak-hour warrants for existing intersections, and the Caltrans daily (Planning level) warrant for new intersections.
- **Left Turn Phasing:** The Traffic Study will also assess the north/south left-turn phasing at the intersection of Douglas Drive and Katella Avenue.
- **Site Access Evaluation/Queuing Analysis:** The turn pocket lengths will be determined through peak hour traffic simulations developed using Synchro and SimTraffic software in an effort to identify the required storage capacity for turn lanes at all Project driveways on Plaza Drive.
  - Site access evaluation will also identify the number of access points, on-site stacking distance, shared access with other adjacent property, potential turn restrictions (if applicable), adequate sight distance, driveway aisle widths, and any operational characteristics.
- **Left Turn Queuing Analysis:** For any study intersection where the project is anticipated to contribute 25 or more net new trips during the AM or PM peak hour, a left-turn queuing analysis shall be prepared for the subject study intersection to evaluate the project’s potential effects on queuing in the public right-of-way with respect to safety and the overall intersection operations. The queuing analysis will be based on the project’s peak hour vehicular trip generation forecasts and shall be prepared based on the HCM method. The 95<sup>th</sup> percentile queue for the left-turn movement at the study intersection will need to be identified during the peak hour time periods included in the LOS analysis.

The analysis will need to identify the length of the left-turn storage and evaluate if an adequate storage area exists to accommodate the maximum forecast back of queue for the future with project condition. Proposed development projects which are expected to cause or contribute towards exclusive turn-lane queuing which spills back into adjacent travel lanes or blocks adjacent intersections should identify corrective measures to improve queue management and/or storage, if feasible. For intersections which experience excessive exclusive turn-lane queuing prior to the addition of project traffic, and the queuing would be worsened with the addition of project traffic, corrective measures shall be identified, if feasible, including measures to reduce vehicle trips.

- The Project will be required to evaluate the peak hour queues for the southbound left turn and right turn pockets at Douglas Drive on Katella Avenue (regardless of the project-related peak hour trip contribution to these movements).
- **Truck Access:** Prepare truck turn templates at the applicable Project driveways for the appropriate turning movements to ensure driveways are designed to accommodate the turning radius of heavy trucks. Truck turns will be assessed at the driveways on Plaza Drive but also will include internal circulation identifying the truck route/access to the truck docks.
  - Truck turn templates will be provided in the Traffic Study for the intersection of Plaza Drive/Douglas Drive knuckle with the Project driveways.
  - Truck turn templates will also be applied to the intersection of Douglas Drive and Katella Avenue for the eastbound left, southbound left, and southbound right turn lanes to identify if there are any modifications necessary to the infrastructure (e.g., median, etc.) to accommodate truck turns. If the analysis finds that protected left-turn phasing is required at the intersection Douglas Drive and Katella Avenue, the truck turn templates should account for simultaneous turns from the northbound and southbound left turn lanes (or make other applicable recommendations).
- **Active Transportation Network Review:** Potential impacts to public transit, pedestrian and bicycle facilities and travel will be identified. Inventory of the pedestrian infrastructure will include within ¼ mile radius: sidewalk and widths, crosswalks, crosswalk markings, pedestrian push-button, curb access ramps, tactile warning strips, curb extensions, pedestrian amenities, pedestrian lighting. Existing bicycle facilities will be identified including bicycle parking, amenities, etc. Inventory of the existing transit lines, bus stops, transit stations/facilities will also be identified. Transit route discussion will identify the hours of service, peak period headways, route number, and service provider.
- **Safety Analysis:** A safety assessment will be conducted for the signalized study intersections. Safety review will include:
  - Collection of collision history at the intersection and near-by roadway segments to identify crash trends (obtained through Statewide Integrated Traffic Records System). If there are 5 or more accidents per year within any of the last 3 years at the intersection, in person field observations will be conducted as part of the intersection safety review.
  - In field review will include, but is not limited to: qualitative descriptions of traffic flows during the peak and off-peak time periods, documentation of repeated violations of existing restrictions, documentation of any safety concerns at the intersection for

other non-motorized users (minors/children, seniors, pedestrians, bicyclists, handicap accessible, etc.), and will propose safety improvements/corrective measures.

- Evaluate the degradation of pedestrian and bicycle facilities due to the Project.
- Evaluation of multi-modal conflict points due to the Project.
- Potential for increase in vehicular speeds.
- Project driveway sight distance evaluation.
- It is our understanding that the Project will be conditioned to eliminate the gap in the sidewalk between the sidewalk on the west side of Douglas Drive to the future sidewalk along the north side of Plaza Drive.
- Due to the added truck volumes on Douglas Drive the Project is likely to be conditioned as a safety measure (to be assessed as part of the Safety Analysis) to add a southbound near-side signal indication to improve visibility of the traffic signal modifications for auto drivers.

If you have any questions or comments, I can be reached at [cs@urbanxroads.com](mailto:cs@urbanxroads.com).

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## **APPENDIX 1.2: SITE ADJACENT QUEUES**

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Queuing and Blocking Report  
 Future Year (2025) With Project - AM Peak Hour

09/19/2023

Intersection: 1: Douglas Dr. & Katella Av.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	TR
Maximum Queue (ft)	96	413	386	305	106	47	440	396	319	163	61	21
Average Queue (ft)	35	200	175	110	13	14	218	189	139	19	18	5
95th Queue (ft)	75	363	331	249	52	42	398	369	310	88	47	18
Link Distance (ft)		785	785	785			922	922	922			367
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				100	250				130	115	
Storage Blk Time (%)		5		6			8		7			
Queuing Penalty (veh)		3		4			1		3			

Intersection: 1: Douglas Dr. & Katella Av.

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	37	18	51
Average Queue (ft)	6	1	14
95th Queue (ft)	25	9	35
Link Distance (ft)		458	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		90
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Douglas Dr./Driveway 1 & Driveway 2/Plaza Dr.

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	55	55
Average Queue (ft)	9	30	27
95th Queue (ft)	32	48	51
Link Distance (ft)	164	191	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 11

Queuing and Blocking Report  
 Future Year (2025) With Project - PM Peak Hour

09/20/2023

Intersection: 1: Douglas Dr. & Katella Av.

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	TR
Maximum Queue (ft)	64	453	422	342	62	123	403	369	313	119	92	21
Average Queue (ft)	19	229	200	142	8	12	209	182	129	6	41	5
95th Queue (ft)	49	394	360	284	35	66	359	330	267	52	80	18
Link Distance (ft)		785	785	785			922	922	922			367
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				100	250				130	115	
Storage Blk Time (%)		7		9			6		5		0	
Queuing Penalty (veh)		2		3			1		0		0	

Intersection: 1: Douglas Dr. & Katella Av.

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	68	6	52
Average Queue (ft)	21	1	23
95th Queue (ft)	52	7	44
Link Distance (ft)		458	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		90
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 2: Douglas Dr./Driveway 1 & Driveway 2/Plaza Dr.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	31	63	54	31
Average Queue (ft)	10	37	24	10
95th Queue (ft)	34	57	48	33
Link Distance (ft)	164	191	458	176
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 6

## **APPENDIX 3.1: TRAFFIC COUNTS**

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**Volume Development  
AM Peak Hour**

**1. Douglas Dr. & Katella Av.**

	PHF: 0.962		7:00		Count Date: 8/30/2022									TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
Existing 2023:	17	2	5	2	1	12	27	1,653	61	9	1,684	34	3,507	
2-Axle:	2	0	0	0	0	1	0	63	1	1	78	0	146	
3-Axle:	0	0	0	0	0	0	0	3	2	0	13	0	18	
4+-Axle:	4	0	0	0	0	1	0	7	4	1	23	0	40	
2023 Trucks:	6	0	0	0	0	2	0	73	7	2	114	0	204	
<b>2023 PCE:</b>	<b>26</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>27</b>	<b>1,702</b>	<b>72</b>	<b>12</b>	<b>1,782</b>	<b>34</b>	<b>3,678</b>	
2023 ADT:		1,432			1,015			42,972			39,960			
2023 Pk-Daily:		8%			8%			8%			9%			
Project:	0	0	0	1	0	2	9	0	0	0	0	3	15	
Project PCE:	0	0	0	3	0	5	10	0	0	0	0	3	21	
Project ADT:		0			286			204			82			
Cumulative:	0	0	0	0	0	4	19	58	0	0	32	0	113	
Cumulative PCE	0	0	0	0	0	7	21	58	0	0	32	0	118	
Cumulative ADT:		0			272			2,440			2,168			
E+P:	17	2	5	3	1	14	36	1,653	61	9	1,684	37	3,522	
E+P PCE:	26	2	5	5	1	20	37	1,702	72	12	1,782	37	3,699	
E+P ADT:		1,432			1,301			43,176			40,042			
2025 NP:	18	2	5	2	1	16	47	1,778	63	9	1,784	35	3,762	
2025 NP PCE:	27	2	5	2	1	22	49	1,828	74	12	1,886	35	3,945	
2025 NP ADT:		1,490			1,328			47,148			43,743			
2025 WP:	18	2	5	3	1	18	56	1,778	63	9	1,784	38	3,777	
2025 WP PCE:	27	2	5	5	1	27	59	1,828	74	12	1,886	38	3,966	
2025 WP ADT:		1,490			1,614			47,352			43,825			

**2. Driveway 2/Douglas Dr. & Driveway 1/Plaza Dr.**

	PHF: 0.864		8:00		Count Date: 8/30/2022									TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
Existing 2023:	0	0	21	0	0	0	0	0	0	45	0	0	66	
2-Axle:	0	0	0	0	0	0	0	0	0	1	0	0	1	
3-Axle:	0	0	0	0	0	0	0	0	0	1	0	0	1	
4+-Axle:	0	0	0	0	0	0	0	0	0	3	0	0	3	
2023 Trucks:	0	0	0	0	0	0	0	0	0	5	0	0	5	
<b>2023 PCE:</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>74</b>	
2023 ADT:		1,365			0			0			1,365			
2023 Pk-Daily:		5%			0%			0%			5%			
Project:	5	7	0	0	0	0	0	1	3	0	3	2	21	
Project PCE:	6	7	0	0	0	0	0	2	7	0	4	2	28	
Project ADT:		286			158			250			122			
Cumulative:	0	4	15	0	0	0	0	0	0	3	0	3	25	
Cumulative PCE	0	4	17	0	0	0	0	0	0	7	0	3	31	
Cumulative ADT:		90			124			182			248			
E+P:	5	7	21	0	0	0	0	1	3	45	3	2	87	
E+P PCE:	6	7	21	0	0	0	0	2	7	53	4	2	102	
E+P ADT:		1,651			158			250			1,487			
2025 NP:	0	4	37	0	0	0	0	0	0	50	0	3	94	
2025 NP PCE:	0	4	39	0	0	0	0	0	0	62	0	3	107	
2025 NP ADT:		1,510			124			182			1,668			
2025 WP:	5	11	37	0	0	0	0	1	3	50	3	5	115	
2025 WP PCE:	6	11	39	0	0	0	0	2	7	62	4	5	135	
2025 WP ADT:		1,796			282			432			1,790			

**Volume Development  
AM Peak Hour**

**3. McDonnell Dr./Cara Wy. & Plaza Dr.**

	PHF: 0.852		7:45		Count Date: 8/30/2022									TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
Existing 2023:	19	2	72	0	0	0	0	21	0	6	102	3	225	
2-Axle:	0	0	0	0	0	0	0	3	0	0	1	1	5	
3-Axle:	0	0	3	0	0	0	0	0	0	0	1	0	4	
4+-Axle:	0	0	1	0	0	0	0	0	0	1	0	0	2	
2023 Trucks:	0	0	4	0	0	0	0	3	0	1	2	1	11	
<b>2023 PCE:</b>	<b>19</b>	<b>2</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>8</b>	<b>104</b>	<b>4</b>	<b>236</b>	
2023 ADT:		338			34			1,917			802			
2023 Pk-Daily:		31%			16%			8%			27%			
Project:	1	0	0	0	0	0	0	1	0	0	5	0	7	
Project PCE:	1	0	0	0	0	0	0	2	0	0	5	0	8	
Project ADT:		14			0			122			108			
Cumulative:	0	1	35	1	0	0	0	15	0	6	9	6	73	
Cumulative PCE	0	1	35	1	0	0	0	23	0	6	14	6	86	
Cumulative ADT:		0			150			326			450			
E+P:	20	2	72	0	0	0	0	22	0	6	107	3	232	
E+P PCE:	20	2	77	0	0	0	0	25	0	8	109	4	244	
E+P ADT:		352			34			2,039			910			
2025 NP:	20	3	110	1	0	0	0	37	0	12	115	9	307	
2025 NP PCE:	20	3	115	1	0	0	0	46	0	14	122	10	331	
2025 NP ADT:		352			185			2,321			1,284			
2025 WP:	21	3	110	1	0	0	0	38	0	12	120	6	311	
2025 WP PCE:	21	3	115	1	0	0	0	48	0	14	127	6	335	
2025 WP ADT:		366			150			2,443			1,392			

**4. Valley View St. & Plaza Dr.**

	PHF: 0.988		7:45		Count Date: 8/30/2022									TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
Existing 2023:	21	1,473	181	254	1,487	150	9	3	14	12	0	37	3,641	
2-Axle:	1	52	0	0	63	1	0	2	1	0	0	3	123	
3-Axle:	0	1	0	0	14	1	0	3	0	0	0	0	19	
4+-Axle:	0	8	0	0	9	1	0	1	0	0	0	0	19	
2023 Trucks:	1	61	0	0	86	3	0	6	1	0	0	3	161	
<b>2023 PCE:</b>	<b>22</b>	<b>1,516</b>	<b>181</b>	<b>254</b>	<b>1,551</b>	<b>154</b>	<b>9</b>	<b>9</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>39</b>	<b>3,760</b>	
2023 ADT:		41,145			42,071			3,192			6,767			
2023 Pk-Daily:		8%			8%			7%			7%			
Project:	0	0	0	0	0	5	1	0	0	0	0	0	6	
Project PCE:	0	0	0	0	0	5	2	0	0	0	0	0	7	
Project ADT:		0			108			108			0			
Cumulative:	37	10	0	0	7	52	10	0	7	0	0	0	123	
Cumulative PCE	40	10	0	0	7	54	12	0	12	0	0	0	135	
Cumulative ADT:		336			1,054			846			544			
E+P:	21	1,473	181	254	1,487	155	10	3	14	12	0	37	3,647	
E+P PCE:	22	1,516	181	254	1,551	159	11	9	15	12	0	39	3,767	
E+P ADT:		41,145			42,179			3,300			6,767			
2025 NP:	59	1,543	188	264	1,554	208	19	3	22	12	0	38	3,911	
2025 NP PCE:	62	1,587	188	264	1,620	214	21	9	27	12	0	40	4,046	
2025 NP ADT:		43,143			44,825			4,167			7,585			
2025 WP:	59	1,543	188	264	1,554	213	20	3	22	12	0	38	3,917	
2025 WP PCE:	62	1,587	188	264	1,620	219	23	9	27	12	0	40	4,053	
2025 WP ADT:		43,143			44,933			4,275			7,585			

**Volume Development**  
**PM Peak Hour**

**1. Douglas Dr. & Katella Av.**

	PHF: 0.894		4:30		Count Date: 8/30/2022								TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2023:	81	1	7	24	2	46	11	1,926	28	8	1,572	6	3,712
2-Axle:	0	0	0	0	0	1	0	50	0	1	35	0	87
3-Axle:	0	0	0	0	0	0	0	6	0	0	4	0	10
4+-Axle:	1	0	0	1	0	0	0	3	2	0	7	0	14
2023 Trucks:	1	0	0	1	0	1	0	59	2	1	46	0	111
<b>2023 PCE:</b>	<b>83</b>	<b>1</b>	<b>7</b>	<b>26</b>	<b>2</b>	<b>47</b>	<b>11</b>	<b>1,963</b>	<b>32</b>	<b>9</b>	<b>1,608</b>	<b>6</b>	<b>3,794</b>
2023 ADT:		1,432			1,015			42,972			39,960		
2023 Pk-Daily:		9%			9%			9%			9%		
Project:	0	0	0	3	0	9	4	0	0	0	0	2	18
Project PCE:	0	0	0	4	0	11	6	0	0	0	0	3	24
Project ADT:		0			286			204			82		
Cumulative:	0	0	0	0	0	19	5	62	0	0	83	0	169
Cumulative PCE:	0	0	0	0	0	21	7	62	0	0	83	0	173
Cumulative ADT:		0			272			2,440			2,168		
E+P:	81	1	7	27	2	55	15	1,926	28	8	1,572	8	3,730
E+P PCE:	83	1	7	30	2	58	17	1,963	32	9	1,608	9	3,818
E+P ADT:		1,432			1,301			43,176			40,042		
2025 NP:	84	1	7	25	2	67	16	2,066	29	8	1,719	6	4,031
2025 NP PCE:	86	1	7	27	2	69	18	2,104	33	9	1,755	6	4,120
2025 NP ADT:		1,490			1,328			47,148			43,743		
2025 WP:	84	1	7	28	2	76	20	2,066	29	8	1,719	8	4,049
2025 WP PCE:	86	1	7	31	2	80	24	2,104	33	9	1,755	9	4,144
2025 WP ADT:		1,490			1,614			47,352			43,825		

**2. Driveway 2/Douglas Dr. & Driveway 1/Plaza Dr.**

	PHF: 0.750		5:00		Count Date: 8/30/2022								TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2023:	0	0	23	0	0	0	0	0	0	98	0	0	121
2-Axle:	0	0	1	0	0	0	0	0	0	3	0	0	4
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
4+-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Trucks:	0	0	1	0	0	0	0	0	0	3	0	0	4
<b>2023 PCE:</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>123</b>
2023 ADT:		1,365			0			0			1,365		
2023 Pk-Daily:		9%			0%			0%			9%		
Project:	3	2	0	2	6	0	0	3	5	0	1	1	23
Project PCE:	6	2	0	2	6	0	0	4	8	0	2	1	31
Project ADT:		286			158			250			122		
Cumulative:	0	1	4	3	4	0	0	0	0	15	0	1	28
Cumulative PCE:	0	1	5	3	4	0	0	0	0	17	0	1	31
Cumulative ADT:		90			124			182			248		
E+P:	3	2	23	2	6	0	0	3	5	98	1	1	144
E+P PCE:	6	2	24	2	6	0	0	4	8	100	2	1	154
E+P ADT:		1,651			158			250			1,487		
2025 NP:	0	1	28	3	4	0	0	0	0	117	0	1	154
2025 NP PCE:	0	1	29	3	4	0	0	0	0	121	0	1	159
2025 NP ADT:		1,510			124			182			1,668		
2025 WP:	3	3	28	5	10	0	0	3	5	117	1	2	177
2025 WP PCE:	6	3	29	5	10	0	0	4	8	121	2	2	190
2025 WP ADT:		1,796			282			432			1,790		

**Volume Development**  
**PM Peak Hour**

**3. McDonnell Dr./Cara Wy. & Plaza Dr.**

	PHF: 0.625		4:45		Count Date: 8/30/2022								TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2023:	5	0	9	0	3	0	0	85	2	11	78	0	193
2-Axle:	0	0	0	0	0	0	0	1	0	0	3	0	4
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
4+-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
2023 Trucks:	0	0	0	0	0	0	0	1	0	0	3	0	4
<b>2023 PCE:</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>11</b>	<b>80</b>	<b>0</b>	<b>195</b>
2023 ADT:		338			34			1,917			802		
2023 Pk-Daily:		9%			9%			9%			23%		
Project:	0	0	0	0	0	0	0	5	1	0	2	0	8
Project PCE:	0	0	0	0	0	0	0	6	1	0	3	0	10
Project ADT:		14			0			122			108		
Cumulative:	0	0	7	7	1	0	0	10	0	32	15	2	74
Cumulative PCE	0	0	7	7	1	0	0	14	0	32	19	2	82
Cumulative ADT:		0			150			326			450		
E+P:	5	0	9	0	3	0	0	90	3	11	80	0	201
E+P PCE:	5	0	9	0	3	0	0	92	3	11	83	0	205
E+P ADT:		352			34			2,039			910		
2025 NP:	5	0	16	7	4	0	0	98	2	43	96	2	275
2025 NP PCE:	5	0	16	7	4	0	0	103	2	43	102	2	285
2025 NP ADT:		352			185			2,321			1,284		
2025 WP:	5	0	16	7	1	0	0	103	3	43	98	2	280
2025 WP PCE:	5	0	16	7	1	0	0	109	3	43	105	2	292
2025 WP ADT:		366			150			2,443			1,392		

**4. Valley View St. & Plaza Dr.**

	PHF: 0.957		4:30		Count Date: 8/30/2022								TOTAL
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
Existing 2023:	4	1,932	12	49	1,484	23	168	0	60	156	28	355	4,271
2-Axle:	0	34	0	6	18	0	0	0	1	0	3	0	62
3-Axle:	0	6	0	0	4	0	0	0	0	0	0	0	10
4+-Axle:	0	6	0	0	3	0	0	0	0	3	0	0	12
2023 Trucks:	0	46	0	6	25	0	0	0	1	3	3	0	84
<b>2023 PCE:</b>	<b>4</b>	<b>1,967</b>	<b>12</b>	<b>52</b>	<b>1,503</b>	<b>23</b>	<b>168</b>	<b>0</b>	<b>61</b>	<b>162</b>	<b>30</b>	<b>355</b>	<b>4,336</b>
2023 ADT:		41,145			42,071			3,192			6,767		
2023 Pk-Daily:		9%			10%			9%			9%		
Project:	0	0	0	0	0	2	5	0	0	0	0	0	7
Project PCE:	0	0	0	0	0	3	6	0	0	0	0	0	9
Project ADT:		0			108			108			0		
Cumulative:	10	15	0	0	18	12	49	0	36	0	0	0	140
Cumulative PCE	12	15	0	0	18	13	51	0	39	0	0	0	148
Cumulative ADT:		336			1,054			846			544		
E+P:	4	1,932	12	49	1,484	25	173	0	60	156	28	355	4,278
E+P PCE:	4	1,967	12	52	1,503	26	174	0	61	162	30	355	4,345
E+P ADT:		41,145			42,179			3,300			6,767		
2025 NP:	14	2,025	12	51	1,562	36	224	0	98	162	29	369	4,584
2025 NP PCE:	16	2,061	12	54	1,582	37	226	0	102	169	31	369	4,659
2025 NP ADT:		43,143			44,825			4,167			7,585		
2025 WP:	14	2,025	12	51	1,562	38	229	0	98	162	29	369	4,591
2025 WP PCE:	16	2,061	12	54	1,582	40	232	0	102	169	31	369	4,668
2025 WP ADT:		43,143			44,933			4,275			7,585		



**INTERSECTION TURNING MOVEMENT COUNTS**

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

DATE: Tue, Aug 30, 22  
 LOCATION: NORTH & SOUTH: Cypress Douglas Katella  
 EAST & WEST: Douglas Katella  
 PROJECT #: SC3604  
 LOCATION #: 1  
 CONTROL: SIGNAL

NOTES:

AM  
PM  
MD  
OTHER  
OTHER

← W

▲ N

S

▶ E

Add U-Turns to Left Turns

LANES:	NORTHBOUND Douglas			SOUTHBOUND Douglas			EASTBOUND Katella			WESTBOUND Katella			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	5	0	1	0	0	3	8	293	15	1	275	1	602
7:15 AM	4	1	0	2	1	3	2	318	20	2	402	3	758
7:30 AM	3	0	0	0	0	1	2	385	8	3	415	5	822
7:45 AM	6	0	2	0	0	2	5	419	15	2	429	5	885
8:00 AM	6	2	2	1	1	2	6	427	27	4	404	12	894
8:15 AM	2	0	1	1	0	7	13	390	10	0	403	11	838
8:30 AM	7	0	0	1	0	2	10	339	10	6	374	9	758
8:45 AM	5	1	0	0	0	2	4	324	16	4	332	5	693
VOLUMES	38	4	6	5	2	22	50	2,895	121	22	3,034	51	6,250
APPROACH %	79%	8%	13%	17%	7%	76%	2%	94%	4%	1%	98%	2%	
APP/DEPART	48	7	101	29	7	142	3,066	2,909	3,107	3,098			0
BEGIN PEAK HR	7:30 AM												
VOLUMES	17	2	5	2	1	12	26	1,621	60	9	1,651	33	3,439
APPROACH %	71%	8%	21%	13%	7%	80%	2%	95%	4%	1%	98%	2%	
PEAK HR FACTOR	0.600			0.469			0.928			0.971			0.962
APP/DEPART	24	7	59	15	7	69	1,707	1,629	1,693	1,682			0
4:00 PM	24	0	4	9	0	10	3	451	3	1	333	0	838
4:15 PM	14	1	3	4	0	8	4	476	6	3	305	1	825
4:30 PM	23	1	2	6	0	9	2	449	7	0	375	2	876
4:45 PM	20	0	2	6	0	5	3	432	9	2	378	0	857
5:00 PM	16	0	3	5	1	22	5	522	4	5	433	2	1,018
5:15 PM	20	0	0	7	1	9	1	485	7	1	355	2	888
5:30 PM	8	1	2	4	0	14	3	452	4	3	378	1	870
5:45 PM	9	0	0	5	0	6	3	426	7	0	334	1	791
VOLUMES	134	3	16	45	2	83	24	3,693	47	15	2,891	9	6,963
APPROACH %	88%	2%	10%	35%	2%	63%	1%	98%	1%	1%	99%	0%	
APP/DEPART	153	7	19	131	7	57	3,764	3,762	2,915	3,125			0
BEGIN PEAK HR	4:30 PM												
VOLUMES	79	1	7	24	2	45	11	1,888	27	8	1,541	6	3,639
APPROACH %	91%	1%	8%	34%	3%	63%	1%	98%	1%	1%	99%	0%	
PEAK HR FACTOR	0.837			0.634			0.907			0.884			0.894
APP/DEPART	87	7	8	71	7	32	1,926	1,924	1,555	1,675			0

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

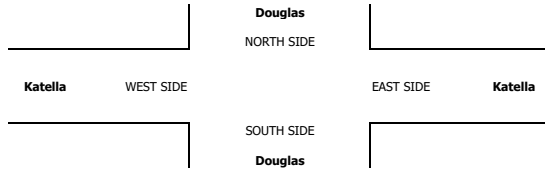
RTOR			
NRR	SRR	ERR	WRR
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0	3	3	0
0	1	1	1
1	2	3	0
2	1	3	4
0	6	1	0
0	1	0	0
0	2	0	0
4	19	11	6

3	10	8	5
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0	0	2	0	2
0	0	1	0	1
0	0	2	0	2
0	0	3	1	4
0	0	4	4	8
0	0	1	0	1
0	0	2	2	4
0	0	2	0	2
0	0	17	7	24

2	4	0	0
3	8	0	0
1	6	1	0
2	5	3	0
1	13	1	0
0	6	0	0
1	12	0	0
0	4	0	1
10	58	5	1

4	30	5	0
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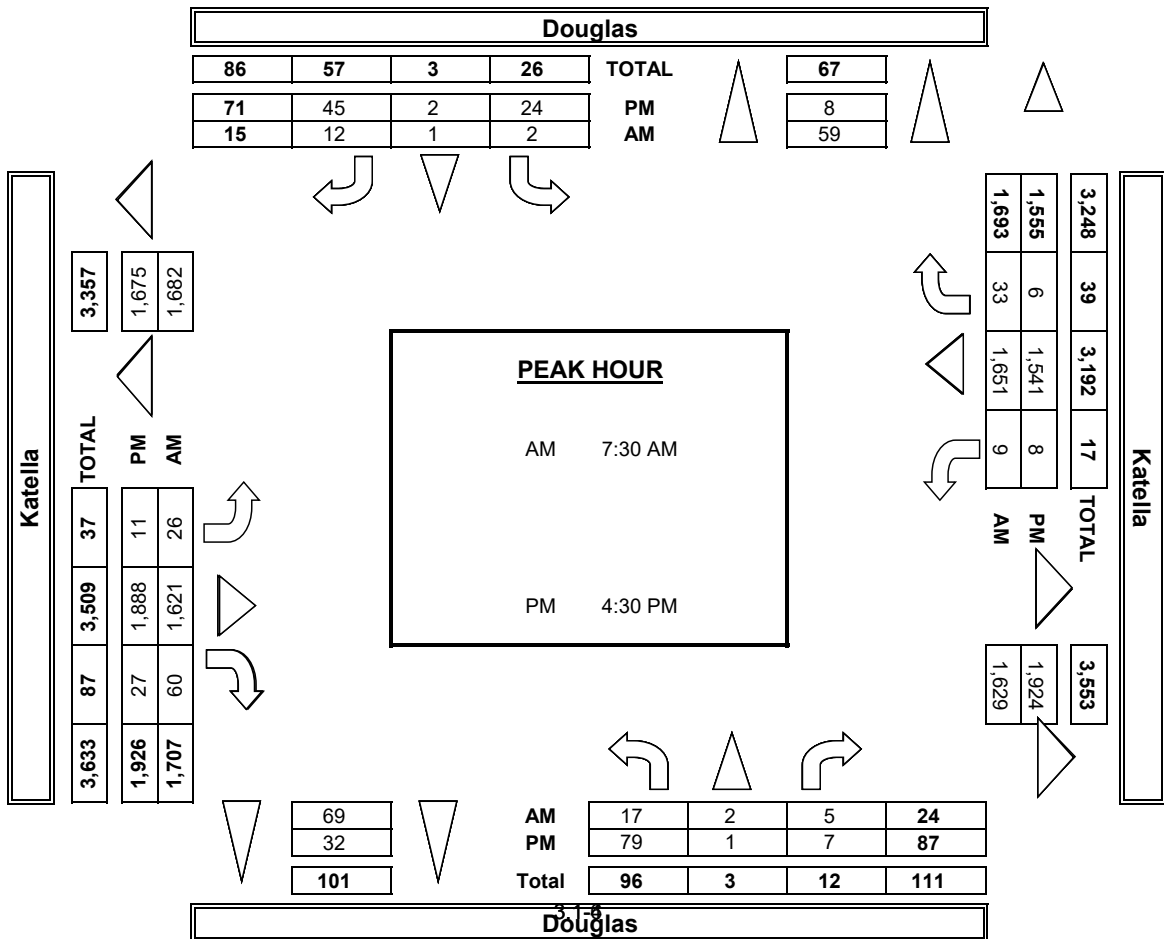
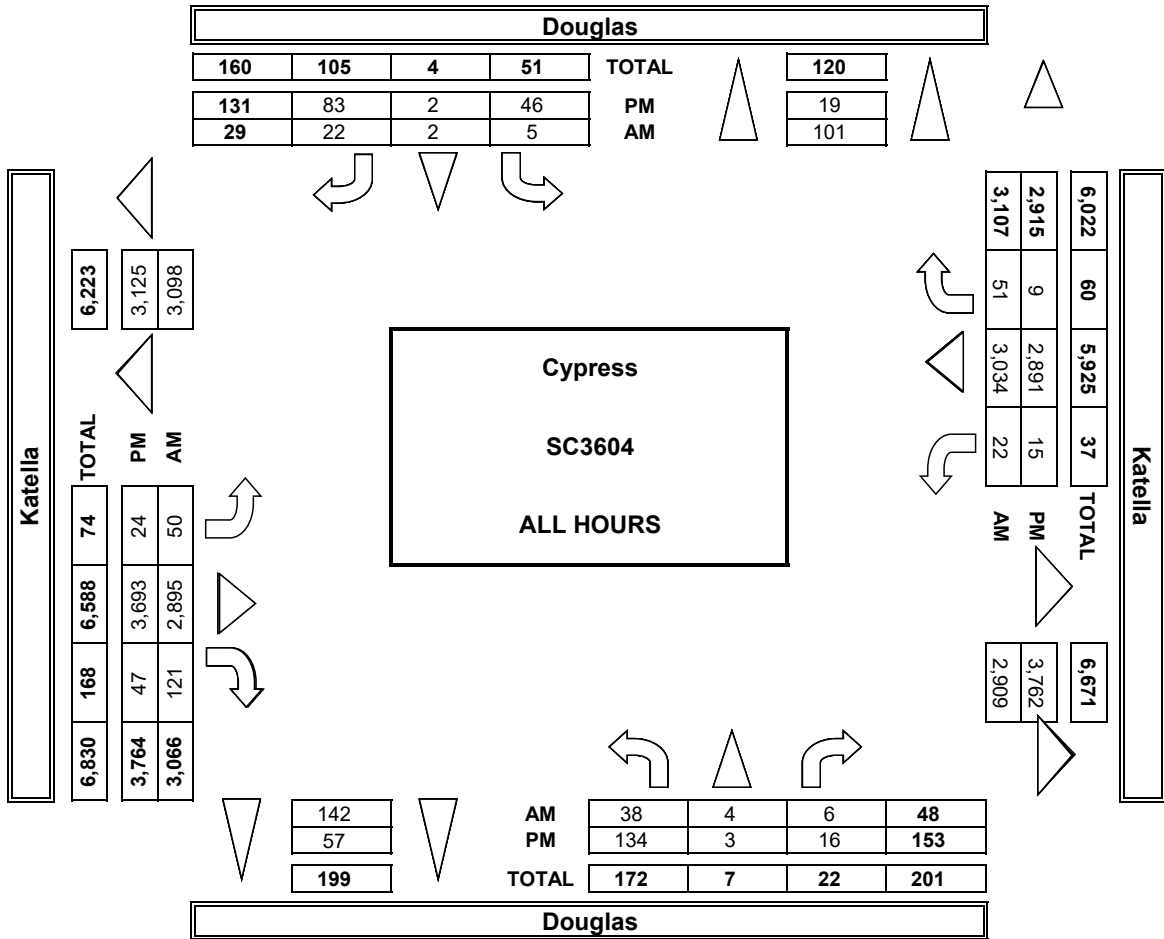


	ALL PED AND BIKE				TOTAL
	E SIDE	W SIDE	S SIDE	N SIDE	
7:00 AM	0	0	1	0	1
7:15 AM	1	0	0	1	2
7:30 AM	3	1	2	3	9
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	0	1	1	2
8:30 AM	0	0	3	0	3
8:45 AM	0	0	1	1	2
TOTAL	4	2	8	6	20
4:00 PM	1	0	0	1	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	2	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	2	3
5:30 PM	1	0	0	0	1
5:45 PM	0	0	2	0	2
TOTAL	2	1	6	3	12

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

	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	3	1	2	3	9
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	1	2
8:30 AM	0	0	1	0	1
8:45 AM	0	0	1	1	2
TOTAL	3	1	5	5	14
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	2	0	2
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	1	2
5:30 PM	1	0	0	0	1
5:45 PM	0	0	1	0	1
TOTAL	1	1	4	2	8

**AimTD LLC**  
TURNING MOVEMENT COUNTS



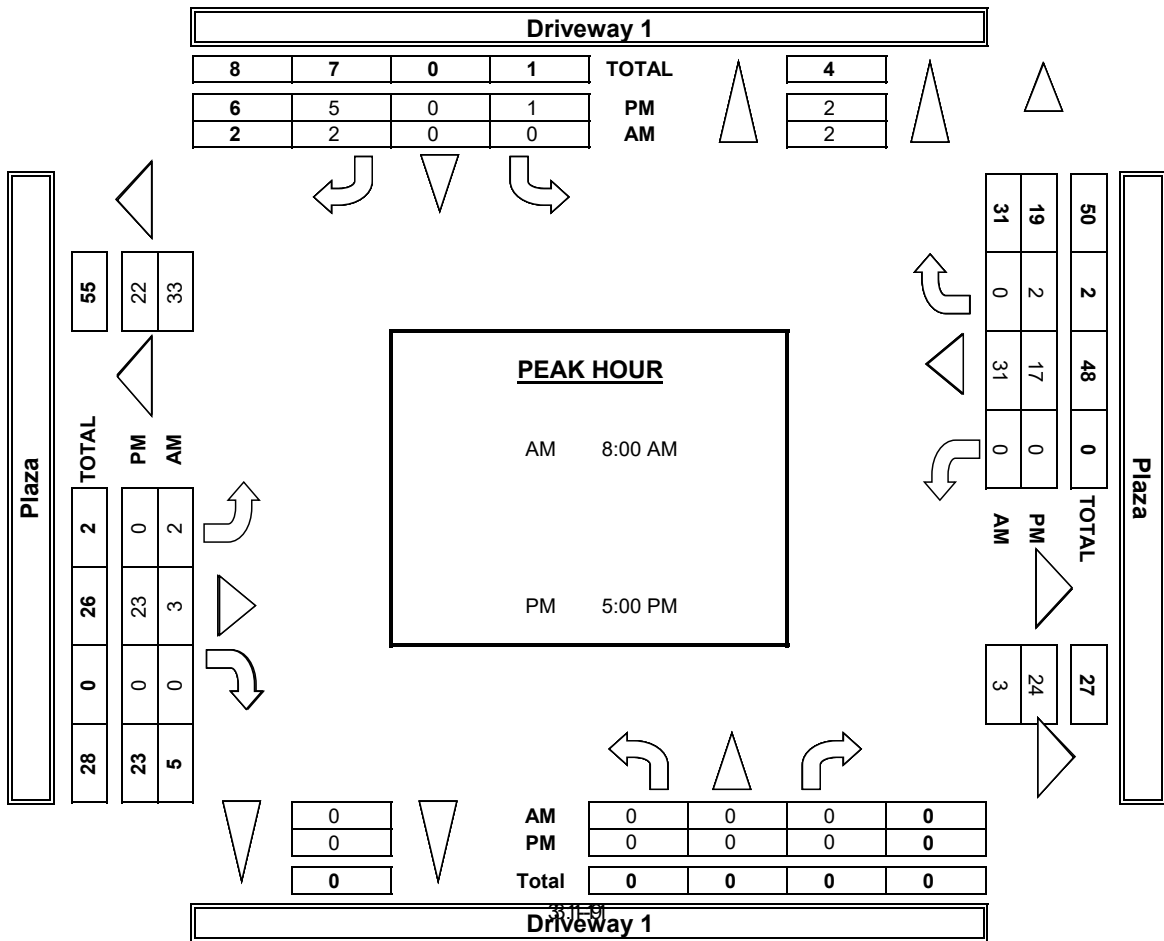
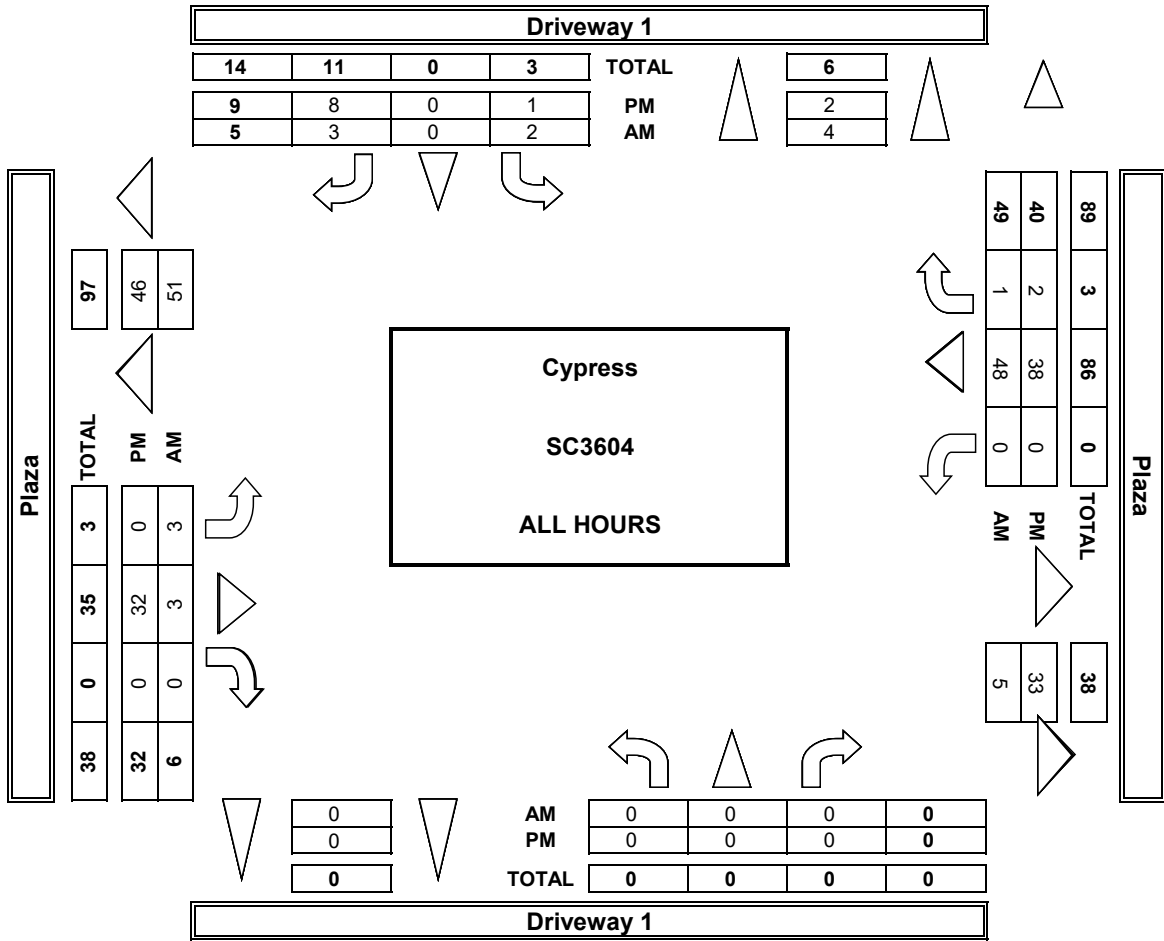








**AimTD LLC**  
TURNING MOVEMENT COUNTS







### INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 8/30/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Cypress Driveway 1 Plaza	PROJECT #: LOCATION #: CONTROL:	SC3604 2 NO CONTROL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	<b>NOTES:</b>	AM PM MD OTHER	◀ W S ▶ E	▲ N ▼
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LANES:	NORTHBOUND <small>Driveway 1</small>			SOUTHBOUND <small>Driveway 1</small>			EASTBOUND <small>Plaza</small>			WESTBOUND <small>Plaza</small>			TOTAL
	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

RTOR			
NRR X	SRR X	ERR X	WRR X

AM	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	8:00 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			0.000			0.000			0.000			0.000
APP/DEPART	0	0	0	0	0	0	0	0	0	0	0	0	
PM	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	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
	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	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	5:00 PM												
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
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
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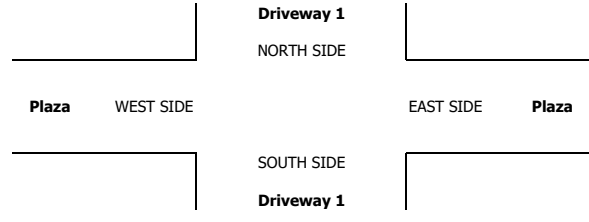
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0	0	0	0

0	0	0	0
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### INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 8/30/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Cypress Driveway 1 Plaza	PROJECT #: LOCATION #: CONTROL:	SC3604 2 NO CONTROL
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<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>	AM PM MD OTHER	← W S ↓	N E ↑	
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Driveway 1			Driveway 1			Plaza			Plaza			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	0	X	0	0	1	X	X	1	0	

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

RTOR			
NRR	SRR	ERR	WRR
X	X	X	X

AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	
	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	1	0	0	0	0	0	1	
	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	1	0	1	0	0	0	0	0	0	2
	APPROACH %	0%	0%	0%	50%	0%	50%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	2	/	0	0	/	1	0	/	1	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	0	0	0	0	0	1	0	0	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.250			0.000			0.000			0.250	
APP/DEPART	0	/	0	1	/	0	0	/	0	0	/	1	0	
PM	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	0	0	0	1	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	0	0	0	1	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	1	/	0	0	/	0	0	/	1	0	
BEGIN PEAK HR	5:00 PM													
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	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

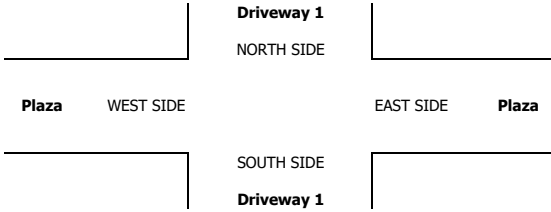
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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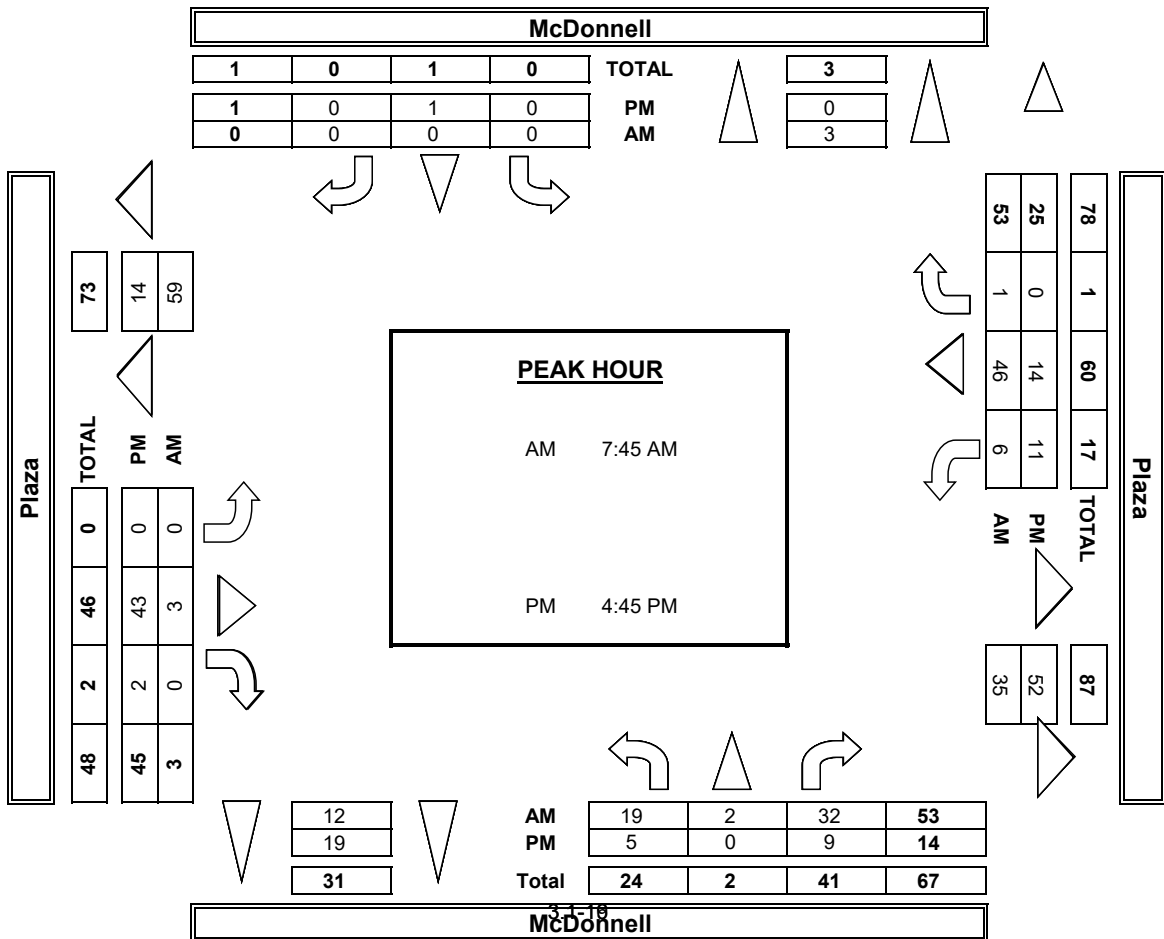
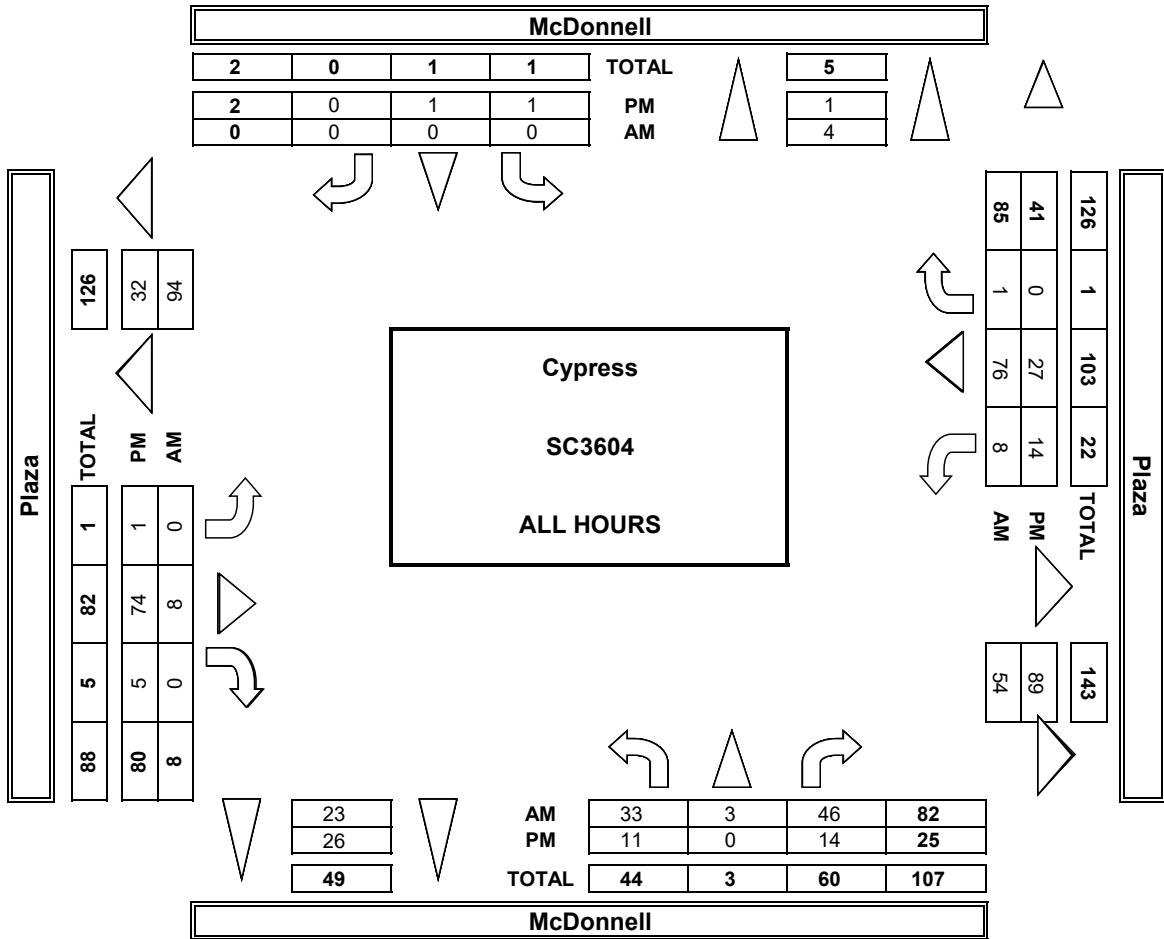
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0	0	0	0
0	0	0	0
0	0	0	0

0	0	0	0
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**AimTD LLC**  
TURNING MOVEMENT COUNTS









**INTERSECTION TURNING MOVEMENT COUNTS**

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

DATE: Tue, Aug 30, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Cypress Valley View Plaza	PROJECT #: SC3604 LOCATION #: 7 CONTROL: SIGNAL
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NOTES:	<table border="1"> <tr> <td>AM</td> <td>▲</td> <td>N</td> </tr> <tr> <td>PM</td> <td>▼</td> <td>S</td> </tr> <tr> <td>MD</td> <td>←</td> <td>W</td> </tr> <tr> <td>OTHER</td> <td>→</td> <td>E</td> </tr> <tr> <td>OTHER</td> <td></td> <td></td> </tr> </table>	AM	▲	N	PM	▼	S	MD	←	W	OTHER	→	E	OTHER		
AM	▲	N														
PM	▼	S														
MD	←	W														
OTHER	→	E														
OTHER																

Add U-Turns to Left Turns

LANES:	NORTHBOUND Valley View			SOUTHBOUND Valley View			EASTBOUND Plaza			WESTBOUND Plaza			TOTAL
	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
7:00 AM	4	236	14	19	353	12	2	1	0	0	0	1	642
7:15 AM	1	297	9	23	347	12	3	1	0	0	0	1	694
7:30 AM	3	336	16	26	383	9	2	0	2	0	0	1	778
7:45 AM	2	363	10	25	366	17	2	0	4	0	0	5	794
8:00 AM	3	377	17	30	339	17	0	1	5	3	0	0	792
8:15 AM	5	344	16	16	366	26	0	0	3	0	0	2	778
8:30 AM	1	360	16	12	387	16	1	0	2	1	0	5	801
8:45 AM	1	293	11	21	310	13	2	1	1	2	0	3	658
VOLUMES	20	2,606	109	172	2,851	122	12	4	17	6	0	18	5,937
APPROACH %	1%	95%	4%	5%	91%	4%	36%	12%	52%	25%	0%	75%	
APP/DEPART	2,735	7	2,640	3,145	7	2,879	33	7	281	24	7	137	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	11	1,444	59	83	1,458	76	3	1	14	4	0	12	3,165
APPROACH %	1%	95%	4%	5%	90%	5%	17%	6%	78%	25%	0%	75%	
PEAK HR FACTOR	0.953												
APP/DEPART	1,514	1	1,462	1,617	1	1,479	18	1	140	16	1	84	0
4:00 PM	3	422	1	6	358	10	18	0	6	10	1	17	852
4:15 PM	1	465	5	1	299	2	12	1	6	6	0	22	820
4:30 PM	0	457	2	5	393	5	14	0	7	14	0	32	929
4:45 PM	0	477	0	4	349	8	10	0	6	13	2	16	885
5:00 PM	3	490	2	3	363	4	34	0	12	17	6	27	961
5:15 PM	1	470	0	4	350	6	21	0	3	7	1	41	904
5:30 PM	1	439	0	1	342	8	20	0	4	10	0	48	873
5:45 PM	1	527	0	0	325	4	6	0	6	3	0	20	892
VOLUMES	10	3,747	10	24	2,779	47	135	1	50	80	10	223	7,116
APPROACH %	0%	99%	0%	1%	98%	2%	73%	1%	27%	26%	3%	71%	
APP/DEPART	3,767	7	4,110	2,850	7	2,913	186	7	30	313	7	63	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	4	1,894	4	16	1,455	23	79	0	28	51	9	116	3,679
APPROACH %	0%	100%	0%	1%	97%	2%	74%	0%	26%	29%	5%	66%	
PEAK HR FACTOR	0.961												
APP/DEPART	1,902	1	2,092	1,494	1	1,535	107	1	17	176	1	35	0

U-TURNS				
NB	SB	EB	WB	TTL
1	0	0	0	1
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
1	1	0	0	2
2	1	0	0	3
0	1	0	0	1
0	0	0	0	0
5	4	0	0	9

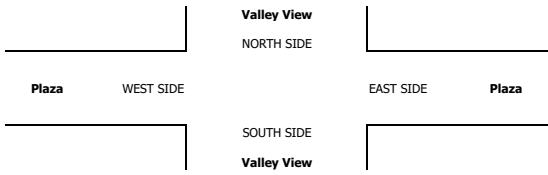
RTOR			
NRR	SRR	ERR	WRR
3	1	0	0
2	0	0	0
1	0	2	1
0	1	1	2
1	0	2	0
0	1	1	1
1	1	1	3
0	0	1	1
8	4	8	8

2	3	5	6
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1	2	0	0	3
0	0	0	0	0
0	3	0	0	3
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
4	5	0	0	9

0	0	0	4	8
0	0	0	5	15
0	0	0	4	18
0	2	4	4	11
0	0	0	9	9
0	1	2	2	19
0	1	3	3	27
0	0	0	6	16
0	4	37	123	

0	3	19	57
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AM	PM
7:00 AM	4:00 PM
7:15 AM	4:15 PM
7:30 AM	4:30 PM
7:45 AM	4:45 PM
8:00 AM	5:00 PM
8:15 AM	5:15 PM
8:30 AM	5:30 PM
8:45 AM	5:45 PM
TOTAL	TOTAL

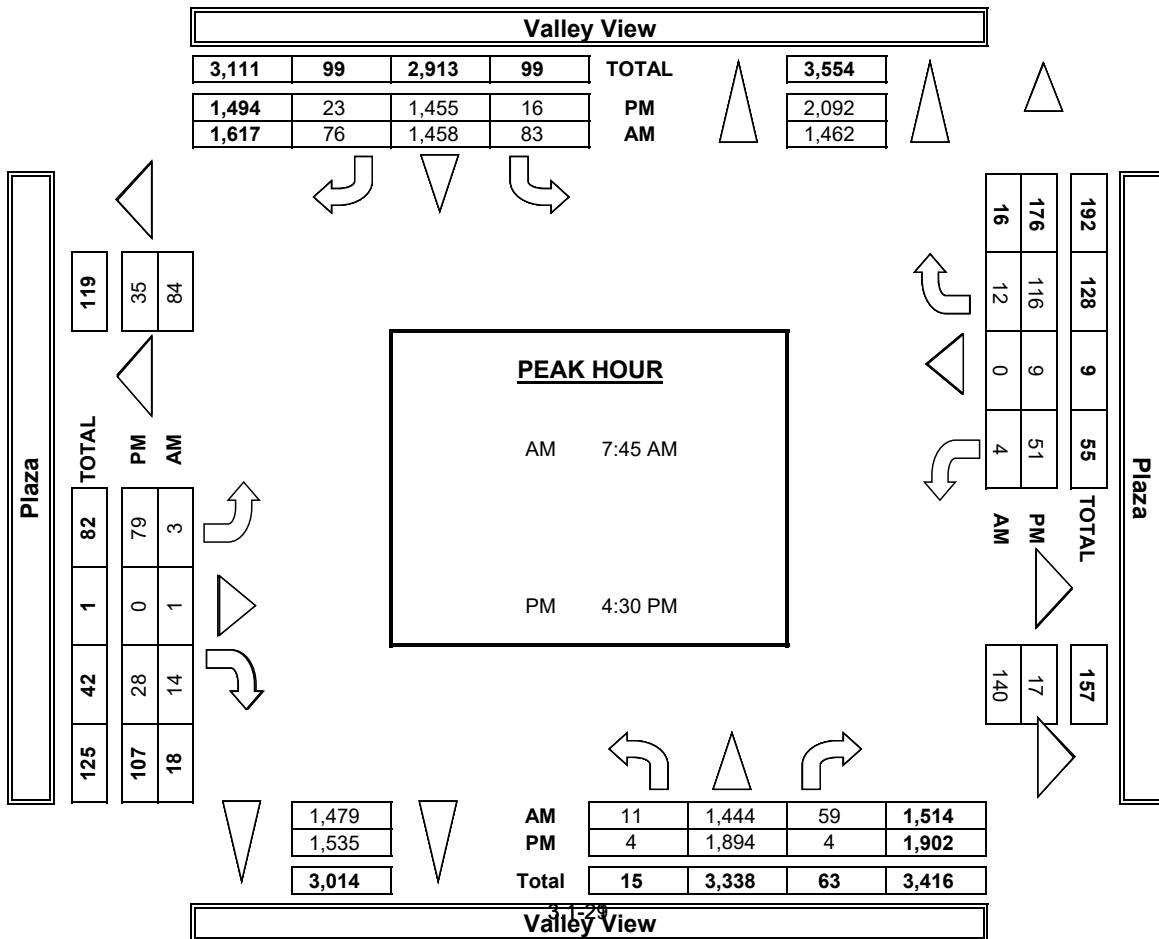
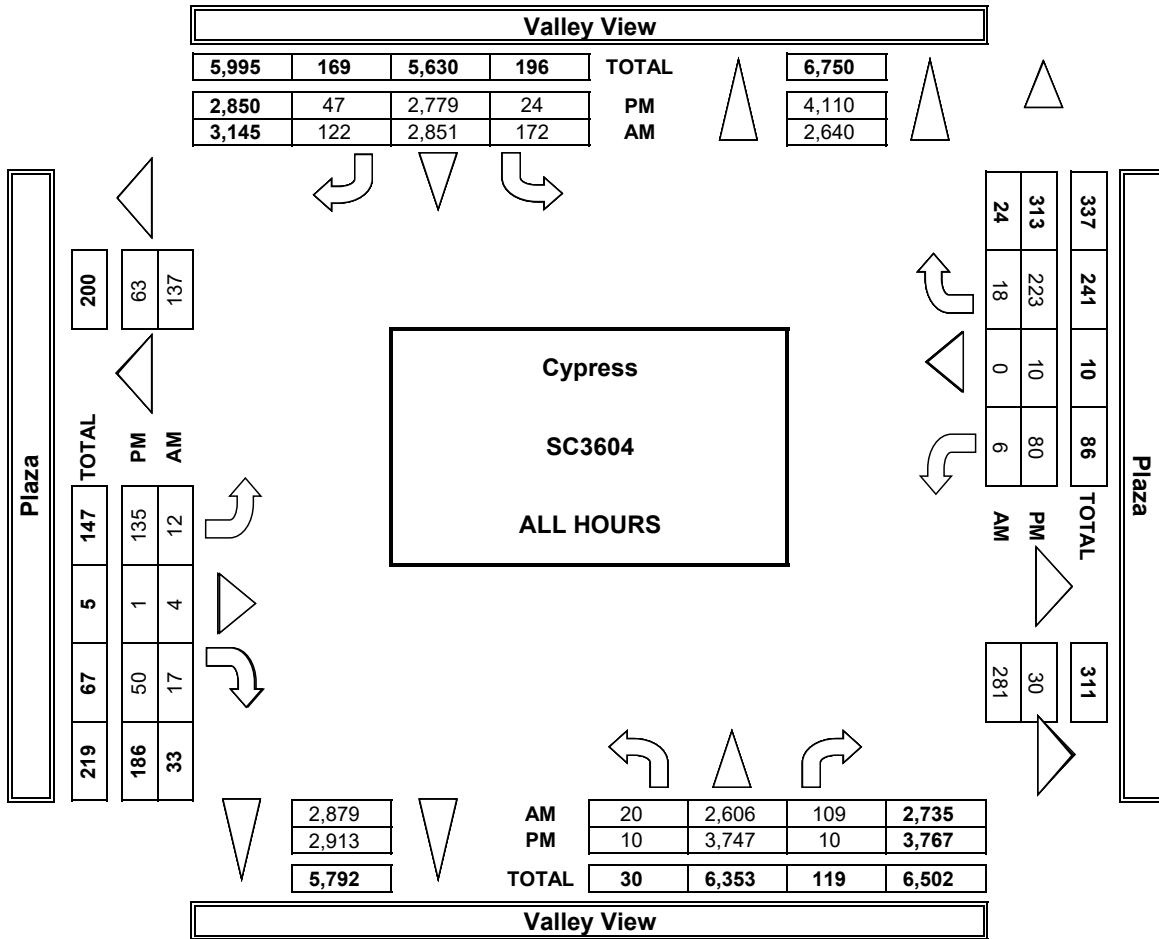
ALL PED AND BIKE				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
4	1	1	0	6
1	1	0	0	2
1	0	0	0	1
2	2	1	0	5
0	0	1	0	1
1	0	0	0	1
2	0	1	0	3
2	0	0	0	2
13	4	4	0	21
0	3	0	0	3
1	0	0	0	1
1	0	0	0	1
0	4	1	0	5
1	3	0	0	4
0	1	0	0	1
1	1	1	0	3
0	0	0	0	0
4	12	2	0	18

PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
3	1	1	0	5
0	1	0	0	1
1	0	0	0	1
0	2	1	0	3
0	0	1	0	1
1	0	0	0	1
2	0	1	0	3
2	0	0	0	2
9	4	4	0	17
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
0	2	1	0	3
0	2	0	0	2
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
2	6	1	0	9

BICYCLE CROSSINGS				
ES	WS	SS	NS	TOTAL
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4	0	0	0	4
0	3	0	0	3
0	0	0	0	0
0	2	0	0	2
1	1	0	0	2
0	0	0	0	0
1	0	1	0	2
0	0	0	0	0
2	6	1	0	9



**AimTD LLC**  
TURNING MOVEMENT COUNTS





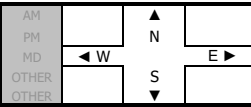


### INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 8/30/22 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Cypress Valley View Plaza	PROJECT #: LOCATION #: CONTROL:	SC3604 7 SIGNAL
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<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Valley View			Valley View			Plaza			Plaza			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	1	0	1	1	0	

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

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

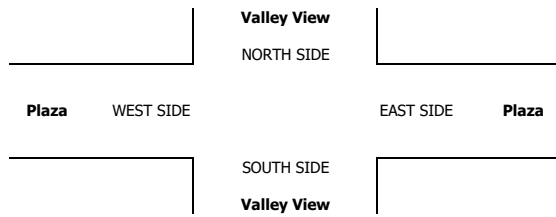
AM	7:00 AM	0	1	0	0	1	0	0	1	0	0	0	0	0	3
	7:15 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
	7:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	3
	7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
	8:30 AM	0	4	0	0	6	0	0	0	0	0	0	0	0	10
	8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
	VOLUMES	0	12	0	0	17	0	1	0	0	0	0	0	0	30
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	
APP/DEPART	12	/	13	17	/	17	1	/	0	0	/	0	0	0	
BEGIN PEAK HR	7:45 AM														
VOLUMES	0	8	0	0	9	0	0	0	0	0	0	0	0	17	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.500			0.375			0.000			0.000			0.425		
APP/DEPART	8	/	8	9	/	9	0	/	0	0	/	0	0	0	
PM	4:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	
	4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	
	5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	
	5:15 PM	0	1	0	0	1	0	0	0	1	0	0	0	3	
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	3	0	0	2	0	0	0	0	0	0	0	5	
	VOLUMES	0	14	0	0	7	0	0	0	1	0	0	0	22	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%		
APP/DEPART	14	/	14	7	/	8	0	/	0	1	/	0	0	0	
BEGIN PEAK HR	4:30 PM														
VOLUMES	0	6	0	0	3	0	0	0	1	0	0	0	10		
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%			
PEAK HR FACTOR	0.500			0.750			0.000			0.250			0.833		
APP/DEPART	6	/	6	3	/	4	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
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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
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**24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)**

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

DATE: Tuesday, August 30, 2022  
 JOB #: SC3604

CITY: Cypress  
 LOCATION: CLASS2 Plaza east of McDonnell

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	17	3	1	0	0	0	0	0	0	0	0	0	21	12:00	5	315	43	3	13	1	0	0	2	0	0	0	0	382
0:15	0	17	0	0	0	0	0	0	0	1	0	0	0	18	12:15	2	280	38	0	18	1	0	0	3	0	0	0	0	342
0:30	1	27	4	0	0	0	0	0	1	0	0	0	0	33	12:30	0	296	33	1	9	0	0	0	5	0	0	0	0	344
0:45	0	18	1	0	0	0	0	0	0	0	0	0	0	19	12:45	0	291	51	0	10	4	0	0	4	0	0	0	0	360
1:00	0	7	2	1	0	0	0	0	0	0	0	0	0	10	13:00	0	301	29	1	9	2	0	0	2	0	0	0	0	344
1:15	0	15	3	0	0	0	0	0	1	0	0	0	0	19	13:15	0	289	37	1	11	1	0	1	2	0	0	0	0	342
1:30	0	21	3	0	1	0	0	0	0	0	0	0	0	25	13:30	1	278	46	2	13	0	0	0	2	0	0	0	0	342
1:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10	13:45	1	263	32	1	6	3	0	2	0	0	0	0	0	308
2:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12	14:00	0	310	50	0	12	3	0	1	3	0	0	0	0	379
2:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19	14:15	2	303	46	1	14	3	0	0	2	0	0	0	0	371
2:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10	14:30	0	342	64	1	14	1	0	0	1	0	0	0	0	423
2:45	0	17	3	0	0	0	0	0	1	0	0	0	0	21	14:45	0	332	46	1	12	5	0	1	3	0	0	0	0	400
3:00	0	20	5	0	0	0	0	0	1	0	0	0	0	26	15:00	2	315	62	0	15	6	0	1	1	0	0	0	0	402
3:15	2	21	2	0	0	0	0	0	0	0	0	0	0	25	15:15	1	337	69	2	9	5	0	1	2	0	0	0	0	426
3:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16	15:30	2	399	54	3	11	1	0	0	1	0	0	0	0	471
3:45	0	27	7	0	0	0	0	0	0	0	0	0	0	34	15:45	2	392	68	3	16	2	0	0	3	0	0	0	0	486
4:00	1	20	6	0	0	0	0	0	0	0	0	0	0	27	16:00	3	382	53	0	10	4	0	0	1	0	0	0	0	453
4:15	0	42	6	1	1	0	0	0	1	0	0	0	0	51	16:15	2	415	54	2	8	3	0	0	0	0	0	0	0	484
4:30	0	54	8	0	0	1	0	0	2	0	0	0	0	65	16:30	2	391	53	1	7	1	0	0	0	0	0	0	0	455
4:45	1	72	9	1	3	0	0	0	1	0	0	0	0	87	16:45	1	381	47	1	6	3	0	2	0	0	0	0	0	441
5:00	1	42	8	1	1	0	0	0	2	0	0	0	0	55	17:00	1	484	45	0	6	1	0	0	0	0	0	0	0	537
5:15	0	78	11	1	1	2	0	0	3	2	0	0	0	98	17:15	5	429	49	1	8	1	0	0	0	0	0	0	0	493
5:30	2	103	17	1	3	1	0	0	2	0	0	0	0	129	17:30	4	413	41	1	1	2	0	0	0	0	0	0	0	462
5:45	0	164	29	0	5	0	0	0	6	0	0	0	0	204	17:45	0	382	51	0	4	0	0	0	2	0	0	0	0	439
6:00	1	125	35	1	3	0	0	0	3	0	0	0	0	168	18:00	0	370	52	1	5	0	0	0	0	0	0	0	0	428
6:15	0	147	23	1	5	0	0	0	2	0	0	0	0	178	18:15	5	366	48	0	1	1	0	0	4	0	0	0	0	425
6:30	1	188	46	1	3	2	0	0	1	0	0	0	0	242	18:30	1	284	27	1	5	1	0	0	1	0	0	0	0	320
6:45	0	239	49	0	4	2	0	0	1	3	1	0	0	299	18:45	0	310	32	0	10	0	0	0	0	0	0	0	0	352
7:00	1	263	41	1	9	0	0	0	3	0	0	0	0	318	19:00	0	264	33	1	4	0	0	0	0	0	0	0	0	302
7:15	1	282	46	1	6	2	0	0	1	1	0	0	0	340	19:15	1	265	32	0	3	0	0	0	2	0	0	0	0	303
7:30	3	341	39	2	7	2	0	0	1	1	0	0	0	396	19:30	1	263	25	1	7	0	0	0	0	0	0	0	0	297
7:45	1	385	38	1	9	1	0	0	3	0	0	0	0	438	19:45	0	240	19	0	0	0	0	0	1	0	0	0	0	260
8:00	2	393	46	0	11	2	0	0	2	0	0	0	0	456	20:00	1	246	18	1	2	0	0	0	0	0	0	0	0	268
8:15	1	355	43	1	10	0	0	1	2	0	0	0	0	413	20:15	0	207	15	0	1	0	0	0	1	0	0	0	0	224
8:30	1	306	37	1	9	0	0	0	6	1	0	0	0	361	20:30	0	165	10	0	2	0	0	0	1	0	0	0	0	178
8:45	1	269	49	1	12	6	1	1	4	0	0	0	0	344	20:45	1	158	9	0	2	0	0	0	0	0	0	0	0	170
9:00	1	239	30	0	11	2	4	0	4	0	0	0	0	291	21:00	1	134	8	1	0	1	0	0	0	0	0	0	0	145
9:15	0	240	28	1	6	2	0	1	0	0	0	0	0	278	21:15	0	136	10	0	0	1	0	0	0	0	0	0	0	147
9:30	1	225	26	0	8	1	1	1	4	1	0	0	0	268	21:30	1	121	4	0	1	0	0	0	0	0	0	0	0	127
9:45	3	226	40	1	6	4	2	3	0	0	0	0	0	285	21:45	0	75	6	0	1	0	0	0	1	0	0	0	0	83
10:00	0	215	38	1	10	2	0	1	1	0	0	0	0	268	22:00	0	72	1	1	2	0	0	0	0	0	0	0	0	76
10:15	0	215	44	0	8	2	0	0	3	0	0	0	0	272	22:15	1	70	4	0	0	0	0	0	0	0	0	0	0	75
10:30	0	214	41	0	12	2	0	0	1	0	0	0	0	270	22:30	0	68	6	0	0	0	0	0	1	0	0	0	0	75
10:45	0	243	45	1	10	0	2	0	1	1	0	0	0	303	22:45	1	53	7	1	0	0	0	0	0	0	0	0	0	62
11:00	2	277	43	1	6	3	0	1	2	0	0	0	0	335	23:00	0	55	3	2	0	0	0	0	0	0	0	0	0	60
11:15	1	254	45	0	4	4	1	0	3	0	0	0	0	312	23:15	0	38	6	0	0	0	0	0	0	0	0	0	0	44
11:30	0	280	51	1	9	4	0	0	4	0	0	0	0	349	23:30	1	53	1	0	2	0	0	0	1	0	0	0	0	58
11:45	0	229	47	0	7	2	1	0	3	1	0	0	0	290	23:45	0	31	5	0	1	0	0	0	0	0	0	0	0	37
<b>TOTAL</b>	29	6,991	1,105	24	200	49	12	10	79	9	0	0	0	8,508	<b>TOTAL</b>	51	12,364	1,542	36	291	57	0	9	52	0	0	0	0	14,402

AM PEAK HOUR 7:30 AM  
 AM PEAK VOLUME 1,703

PM PEAK HOUR 4:45 PM  
 PM PEAK VOLUME 1,933

<b>CLASS 1</b>	Class 1 — Motorcycles	<b>CLASS 8</b>	3 to 4 Axles, Single Trailer
<b>CLASS 2</b>	Passenger Cars	<b>CLASS 9</b>	5 Axles, Single Trailer
<b>CLASS 3</b>	2 Axles, 4-Tire Single Units	<b>CLASS 10</b>	6 or More Axles, Single Trailer
<b>CLASS 4</b>	Buses	<b>CLASS 11</b>	5 or Less Axles, Multi-Trailers
<b>CLASS 5</b>	2 Axles, 6-Tire Single Units	<b>CLASS 12</b>	6 Axles, Multi-Trailers
<b>CLASS 6</b>	3 Axles, Single Unit	<b>CLASS 13</b>	7 or More Axles, Multi-Trailers
<b>CLASS 7</b>	4 or More Axles, Single Unit		

<b>TOTAL: AM+PM</b>	80	19,355	2,647	60	491	106	12	19	131	9	0	0	0	22,910
<b>% OF TOTAL</b>	0.3%	84.5%	11.6%	0.3%	2.1%	0.5%	0.1%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	100.0%

<b>Class</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	
<b>TOTAL: ALL</b>	142	36,433	4,785	118	949	197	19	40	267	22	0	0	0	42,972
<b>% OF TOTAL</b>	0.6%	159.0%	20.9%	0.5%	4.1%	0.9%	0.1%	0.2%	1.2%	0.1%	0.0%	0.0%	0.0%	100.0%

**24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)**

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

DATE: Tuesday, August 30, 2022  
JOB #: SC3604

CITY: Cypress  
LOCATION: CLASS2 Plaza east of McDonnell

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	25	2	1	0	0	0	0	0	0	0	0	0	28	12:00	0	241	43	0	9	0	0	0	1	0	0	0	294	
0:15	0	24	1	0	1	0	0	0	0	0	0	0	0	26	12:15	0	284	36	2	4	1	0	0	2	0	0	0	329	
0:30	0	22	3	0	0	0	0	0	0	0	0	0	0	25	12:30	4	272	31	0	6	4	0	0	4	0	0	0	321	
0:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16	12:45	1	288	27	1	7	3	0	1	3	1	0	0	332	
1:00	0	22	0	1	0	0	0	0	0	0	0	0	0	23	13:00	1	255	42	0	18	0	0	1	0	0	0	0	317	
1:15	0	11	4	0	2	0	0	0	0	0	0	0	0	17	13:15	2	247	32	2	11	1	0	0	4	0	0	0	299	
1:30	1	6	1	0	0	0	0	0	0	1	0	0	0	9	13:30	1	296	35	1	12	2	0	0	1	1	0	0	349	
1:45	0	16	0	0	2	0	0	0	0	0	0	0	0	18	13:45	3	267	37	2	9	3	0	0	4	0	0	0	325	
2:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20	14:00	3	235	32	1	18	1	0	0	3	0	0	0	293	
2:15	0	9	2	0	0	0	0	0	0	1	0	0	0	12	14:15	0	264	32	0	11	2	0	0	2	0	0	0	311	
2:30	0	5	1	0	0	0	0	0	0	2	0	0	0	8	14:30	1	313	39	1	3	3	0	2	1	1	0	0	364	
2:45	0	13	2	0	0	0	0	0	0	1	0	0	0	16	14:45	2	333	45	2	8	1	0	1	1	0	0	0	393	
3:00	0	10	1	0	0	0	0	0	0	1	0	0	0	12	15:00	1	293	37	1	0	2	0	0	1	0	0	0	335	
3:15	0	21	2	0	1	0	0	0	0	0	0	0	0	24	15:15	0	267	36	2	9	1	0	3	0	1	0	0	319	
3:30	0	28	3	0	1	0	0	0	0	0	0	0	0	32	15:30	0	288	37	1	10	5	0	1	1	0	0	0	343	
3:45	0	38	3	0	1	0	0	0	0	0	0	0	0	42	15:45	0	290	38	2	10	2	0	0	0	0	0	0	342	
4:00	0	16	1	0	0	1	0	0	1	0	0	0	0	19	16:00	2	312	38	1	6	3	0	0	3	0	0	0	365	
4:15	0	32	6	0	3	0	0	0	0	0	0	0	0	41	16:15	2	291	26	1	3	2	0	0	1	0	0	0	326	
4:30	0	45	4	1	1	2	0	0	1	0	0	0	0	54	16:30	1	354	44	0	5	3	0	0	2	0	0	0	409	
4:45	0	59	8	1	2	1	0	0	0	0	0	0	0	71	16:45	3	361	35	1	3	2	0	0	1	0	0	0	406	
5:00	0	63	13	1	2	1	0	0	5	0	0	0	0	85	17:00	2	431	45	0	6	0	0	0	0	0	0	0	484	
5:15	0	64	11	0	2	4	0	0	4	1	0	0	0	86	17:15	0	351	29	1	5	0	0	0	0	0	0	0	386	
5:30	1	85	12	1	2	4	0	0	1	0	0	0	0	106	17:30	1	351	41	0	3	0	0	0	1	0	0	0	397	
5:45	0	107	24	0	7	0	0	0	1	0	0	0	0	139	17:45	0	324	25	1	2	0	0	0	0	0	0	0	352	
6:00	1	97	23	1	3	0	0	1	1	0	0	0	0	127	18:00	0	322	32	1	2	0	0	0	1	0	0	0	358	
6:15	1	123	38	1	2	2	0	0	3	0	0	0	0	170	18:15	0	248	21	1	0	0	0	0	0	0	0	0	270	
6:30	0	173	49	2	10	1	0	0	0	1	0	0	0	236	18:30	0	283	14	0	1	0	0	0	0	0	0	0	298	
6:45	1	210	44	1	8	0	0	0	5	0	0	0	0	269	18:45	0	216	15	1	2	0	0	0	1	0	0	0	235	
7:00	0	236	35	2	6	4	0	1	3	0	0	0	0	287	19:00	1	226	14	0	3	1	0	1	1	0	0	0	247	
7:15	1	340	49	1	7	4	0	0	2	0	0	0	0	404	19:15	0	210	22	0	0	0	0	0	1	0	0	0	233	
7:30	2	347	50	0	20	0	1	0	1	1	0	0	0	422	19:30	0	206	16	1	3	0	0	0	1	0	0	0	227	
7:45	1	374	46	1	11	4	0	1	2	0	0	0	0	440	19:45	0	197	15	1	1	0	0	0	2	0	0	0	216	
8:00	1	336	47	1	7	4	0	1	5	2	0	0	0	404	20:00	2	169	16	1	0	0	0	0	0	0	0	0	188	
8:15	1	351	46	1	8	2	0	0	3	0	0	0	0	412	20:15	1	126	14	0	0	1	0	0	1	0	0	0	143	
8:30	3	328	37	0	10	3	2	0	6	0	0	0	0	389	20:30	1	125	10	1	2	0	0	0	1	0	0	0	140	
8:45	2	283	34	1	11	3	0	1	4	1	0	0	0	340	20:45	0	107	8	0	0	0	0	0	0	0	0	0	115	
9:00	1	253	29	1	13	1	0	1	1	0	0	0	0	300	21:00	0	118	9	1	0	0	0	0	1	0	0	0	129	
9:15	3	198	30	1	6	0	0	0	4	1	0	0	0	243	21:15	0	101	9	0	0	0	0	0	0	0	0	0	110	
9:30	0	226	31	1	7	0	0	0	3	0	0	0	0	268	21:30	0	72	11	0	0	0	0	0	0	0	0	0	83	
9:45	0	216	32	0	12	1	0	0	2	0	0	0	0	263	21:45	1	67	3	0	1	0	0	0	1	0	0	0	73	
10:00	0	213	28	1	8	2	0	0	7	0	0	0	0	259	22:00	1	51	8	1	0	0	0	0	2	0	0	0	63	
10:15	1	240	33	0	15	1	0	1	1	0	0	0	0	292	22:15	0	54	6	0	0	0	0	0	0	0	0	0	60	
10:30	0	227	26	1	8	0	2	1	1	1	0	0	0	267	22:30	0	57	6	0	0	0	0	0	1	0	0	0	64	
10:45	1	235	32	0	12	1	2	2	1	0	0	0	0	286	22:45	1	47	5	0	1	0	0	0	0	0	0	0	54	
11:00	0	199	35	1	9	1	0	0	3	0	0	0	0	248	23:00	0	38	1	1	2	0	0	0	0	0	0	0	42	
11:15	0	242	48	0	25	0	0	0	3	1	0	0	0	319	23:15	0	41	1	0	0	0	0	0	0	0	0	0	42	
11:30	0	255	35	0	8	1	0	0	2	0	0	0	0	301	23:30	1	47	4	0	0	0	0	0	0	0	0	0	52	
11:45	1	256	49	1	9	0	0	1	4	0	0	0	0	321	23:45	0	29	4	0	0	0	0	0	0	0	0	0	33	
<b>TOTAL</b>	<b>23</b>	<b>6,713</b>	<b>1,012</b>	<b>25</b>	<b>262</b>	<b>48</b>	<b>7</b>	<b>11</b>	<b>86</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,196</b>	<b>TOTAL</b>	<b>39</b>	<b>###</b>	<b>1,126</b>	<b>33</b>	<b>196</b>	<b>43</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,866</b>
<b>AM PEAK HOUR</b>														7:30 AM	<b>PM PEAK HOUR</b>														4:30 PM
<b>AM PEAK VOLUME</b>														1,678	<b>PM PEAK VOLUME</b>														1,685

<b>CLASS 1</b>	Class 1 — Motorcycles	<b>CLASS 8</b>	3 to 4 Axles, Single Trailer
<b>CLASS 2</b>	Passenger Cars	<b>CLASS 9</b>	5 Axles, Single Trailer
<b>CLASS 3</b>	2 Axles, 4-Tire Single Units	<b>CLASS 10</b>	6 or More Axles, Single Trailer
<b>CLASS 4</b>	Buses	<b>CLASS 11</b>	5 or Less Axles, Multi-Trailers
<b>CLASS 5</b>	2 Axles, 6-Tire Single Units	<b>CLASS 12</b>	6 Axles, Multi-Trailers
<b>CLASS 6</b>	3 Axles, Single Unit	<b>CLASS 13</b>	7 or More Axles, Multi-Trailers
<b>CLASS 7</b>	4 or More Axles, Single Unit		

<b>TOTAL: AM+PM</b>	62	###	2,138	58	458	91	7	21	136	13	0	0	0	20,062
<b>% OF TOTAL</b>	0.3%	85.1%	10.7%	0.3%	2.3%	0.5%	0.0%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	100.0%

<b>Class</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
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**24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)**

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

DATE: Tuesday, August 30, 2022  
 JOB #: SC3604

CITY: Cypress  
 LOCATION: CLASS3 Valley View north of Plaza

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:00	0	11	1	0	0	0	0	0	0	0	0	12		
0:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12:15	0	19	2	0	1	0	0	0	1	0	0	23		
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	8	1	0	0	0	0	1	0	0	10			
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	5	1	0	0	0	0	0	0	0	6			
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	7	0	0	1	0	0	0	0	0	8			
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	6	1	0	1	0	0	0	1	0	9			
1:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13:30	0	7	1	0	0	0	0	0	1	0	9			
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	3	0	0	0	0	0	0	1	0	4			
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	3	1	0	0	0	0	0	0	0	4			
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	4	0	0	0	0	0	0	0	0	4			
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	6	1	0	0	0	0	0	0	0	7			
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	2	3	0	0	0	0	0	1	0	6			
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	0	8	1	0	0	0	0	0	1	0	10			
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	7	1	0	0	0	0	0	2	0	10			
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	7	0	0	0	0	0	0	1	0	8			
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	9	0	0	0	0	0	0	0	0	9			
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	10	0	0	0	0	0	0	0	0	10			
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	0	7	2	0	0	0	0	0	0	0	9			
4:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1	16:30	0	13	1	0	0	0	0	0	0	0	14			
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:45	0	4	0	0	0	0	0	0	0	0	4			
5:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	17:00	0	17	4	0	0	0	0	0	0	0	21			
5:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	17:15	0	10	1	0	0	0	0	0	0	0	11			
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:30	0	12	0	0	0	0	0	0	0	0	12			
5:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2	17:45	0	8	0	0	0	0	0	0	0	0	8			
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18:00	0	7	1	0	0	0	0	0	0	0	8			
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18:15	0	7	1	0	0	0	0	0	0	0	8			
6:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	18:30	0	5	1	0	0	0	0	0	0	0	6			
6:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	18:45	0	6	0	0	0	0	0	0	0	0	6			
7:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6	19:00	0	3	2	0	0	0	0	0	0	0	5			
7:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	19:15	0	3	0	0	0	0	0	0	0	0	3			
7:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	19:30	0	1	0	0	0	0	0	0	0	0	1			
7:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	19:45	0	1	0	0	0	0	0	0	0	0	1			
8:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	20:00	0	2	1	0	0	0	0	0	0	0	3			
8:15	0	8	0	0	0	0	0	0	1	0	0	0	0	9	20:15	0	1	1	0	0	1	0	0	0	0	3			
8:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9	20:30	0	2	0	0	0	0	0	0	0	0	2			
8:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8	20:45	0	6	0	0	0	0	0	0	0	0	6			
9:00	0	6	1	0	0	0	0	0	1	0	0	0	0	8	21:00	0	2	0	0	0	0	0	0	0	0	2			
9:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	21:15	0	0	0	0	0	0	0	0	0	0	0			
9:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	21:30	0	0	0	0	0	0	0	0	0	0	0			
9:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	21:45	0	3	1	0	0	0	0	0	0	0	4			
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	22:00	0	0	0	0	0	0	0	0	0	0	0			
10:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3	22:15	0	0	0	0	0	0	0	0	0	0	0			
10:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	22:30	0	1	1	0	0	1	0	0	0	0	3			
10:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6	22:45	0	0	0	0	0	0	0	0	0	0	0			
11:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8	23:00	0	1	0	0	0	0	0	0	0	0	1			
11:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	23:15	0	1	0	0	0	0	0	0	0	0	1			
11:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	23:30	0	0	0	0	0	0	0	0	0	0	0			
11:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	23:45	0	0	0	0	0	0	0	0	0	0	0			
<b>TOTAL</b>	0	121	16	0	3	0	0	0	5	0	0	0	0	145	<b>TOTAL</b>	0	245	31	0	3	2	0	1	9	0	291			

AM PEAK HOUR 7:45 AM  
 AM PEAK VOLUME 35

PM PEAK HOUR 5:00 PM  
 PM PEAK VOLUME 52

<b>CLASS 1</b>	Class 1 — Motorcycles	<b>CLASS 8</b>	3 to 4 Axles, Single Trailer
<b>CLASS 2</b>	Passenger Cars	<b>CLASS 9</b>	5 Axles, Single Trailer
<b>CLASS 3</b>	2 Axles, 4-Tire Single Units	<b>CLASS 10</b>	6 or More Axles, Single Trailer
<b>CLASS 4</b>	Buses	<b>CLASS 11</b>	5 or Less Axles, Multi-Trailers
<b>CLASS 5</b>	2 Axles, 6-Tire Single Units	<b>CLASS 12</b>	6 Axles, Multi-Trailers
<b>CLASS 6</b>	3 Axles, Single Unit	<b>CLASS 13</b>	7 or More Axles, Multi-Trailers
<b>CLASS 7</b>	4 or More Axles, Single Unit		

<b>TOTAL: AM+PM</b>	0	366	47	0	6	2	0	1	14	0	0	0	0	436
<b>% OF TOTAL</b>	0.0%	83.9%	10.8%	0.0%	1.4%	0.5%	0.0%	0.2%	3.2%	0.0%	0.0%	0.0%	0.0%	100.0%

<b>Class</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	
<b>TOTAL: ALL</b>	0	673	78	0	17	5	0	3	26	0	0	0	0	802
<b>% OF TOTAL</b>	0.0%	154.4%	17.9%	0.0%	3.9%	1.1%	0.0%	0.7%	6.0%	0.0%	0.0%	0.0%	0.0%	100.0%

**24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)**

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

DATE: Tuesday, August 30, 2022  
JOB #: SC3604

CITY: Cypress  
LOCATION: CLASS3 Valley View north of Plaza

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL				
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13					
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	7
0:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15	0	7	2	0	0	0	0	1	0	0	0	0	0	0	10	
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9	
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12:45	0	9	1	0	1	0	0	0	2	0	0	0	0	0	13	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5	
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3	
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	3	1	0	0	2	0	0	0	0	0	0	0	6		
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5		
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4		
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4		
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6		
4:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	16:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
4:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	16:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
4:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6		
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8		
5:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7		
5:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8		
5:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
6:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5		
6:15	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3	18:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3		
6:30	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3	18:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4		
6:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	18:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3		
7:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8	19:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5		
7:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	19:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6		
7:45	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12	19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
8:00	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16	20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
8:15	0	13	2	0	0	0	0	1	0	0	0	0	0	0	16	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	20:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
8:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
9:00	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
9:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
10:15	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7	22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
10:30	0	4	0	0	1	0	0	0	1	0	0	0	0	0	6	22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4	23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
11:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
11:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
<b>TOTAL</b>	0	152	13	0	6	1	0	1	7	0	0	0	0	180	<b>TOTAL</b>	0	155	18	0	5	2	0	1	5	0	0	0	0	0	186			

**AM PEAK HOUR** 7:45 AM  
**AM PEAK VOLUME** 53

**PM PEAK HOUR** 12:15 PM  
**PM PEAK VOLUME** 44

<b>CLASS 1</b>	Class 1 — Motorcycles	<b>CLASS 8</b>	3 to 4 Axles, Single Trailer
<b>CLASS 2</b>	Passenger Cars	<b>CLASS 9</b>	5 Axles, Single Trailer
<b>CLASS 3</b>	2 Axles, 4-Tire Single Units	<b>CLASS 10</b>	6 or More Axles, Single Trailer
<b>CLASS 4</b>	Buses	<b>CLASS 11</b>	5 or Less Axles, Multi-Trailers
<b>CLASS 5</b>	2 Axles, 6-Tire Single Units	<b>CLASS 12</b>	6 Axles, Multi-Trailers
<b>CLASS 6</b>	3 Axles, Single Unit	<b>CLASS 13</b>	7 or More Axles, Multi-Trailers
<b>CLASS 7</b>	4 or More Axles, Single Unit		

<b>TOTAL: AM+PM</b>	0	307	31	0	11	3	0	2	12	0	0	0	0	366
<b>% OF TOTAL</b>	0.0%	83.9%	8.5%	0.0%	3.0%	0.8%	0.0%	0.5%	3.3%	0.0%	0.0%	0.0%	0.0%	100.0%

<b>Class</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
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**24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)**

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

DATE: Tuesday, August 30, 2022  
JOB #: SC3604

CITY: Cypress  
LOCATION: TMC1 Douglas and Katella

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	1	31	2	0	0	0	0	0	0	0	0	0	0	34	12:00	2	314	46	3	10	0	0	0	1	0	0	0	376	
0:15	1	18	4	0	0	0	0	0	0	1	0	0	0	24	12:15	3	313	30	0	11	0	0	0	3	0	0	0	360	
0:30	0	29	1	0	0	0	0	0	0	2	0	0	0	32	12:30	0	280	45	1	12	0	0	1	1	0	0	340		
0:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20	12:45	1	268	42	1	10	0	0	0	1	0	0	323		
1:00	0	29	3	0	0	0	0	0	0	1	0	0	0	33	13:00	0	244	42	0	10	1	0	0	4	0	0	301		
1:15	0	16	1	0	0	0	0	0	0	1	0	0	0	18	13:15	1	221	40	0	18	2	0	1	4	0	0	287		
1:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19	13:30	0	276	39	1	12	1	0	1	2	0	0	332		
1:45	0	4	1	0	1	0	0	0	0	1	0	0	0	7	13:45	1	276	43	2	13	0	0	0	1	0	0	336		
2:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14	14:00	1	279	46	2	8	0	0	1	0	0	0	337		
2:15	0	13	0	0	0	0	0	0	0	2	0	0	0	15	14:15	1	318	37	0	16	0	0	0	1	0	0	373		
2:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:30	0	338	49	1	11	0	0	0	2	0	0	401		
2:45	0	9	0	0	0	0	0	0	0	1	0	0	0	10	14:45	0	375	66	1	6	2	0	1	2	0	0	453		
3:00	0	13	1	0	0	0	0	0	0	1	0	0	0	15	15:00	1	351	55	1	4	0	0	1	3	0	0	416		
3:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	15:15	3	347	61	2	9	3	0	1	2	0	0	428		
3:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17	15:30	0	372	50	4	10	0	0	0	5	0	0	441		
3:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	15:45	1	403	59	1	9	0	0	0	2	0	0	475		
4:00	0	14	2	0	0	0	0	0	0	1	0	0	0	17	16:00	0	376	63	0	8	1	0	0	1	0	0	449		
4:15	0	31	1	1	2	0	0	0	0	0	0	0	0	35	16:15	2	413	54	1	14	4	0	0	3	0	0	491		
4:30	0	26	3	0	0	0	0	0	0	1	0	0	0	30	16:30	4	429	61	0	4	1	0	0	1	0	0	500		
4:45	0	45	6	0	1	0	0	0	0	1	0	0	0	53	16:45	1	440	66	1	4	1	1	0	1	0	0	515		
5:00	0	35	7	0	2	0	0	0	0	1	0	0	0	45	17:00	1	479	61	1	8	3	0	1	3	0	0	557		
5:15	0	44	10	0	1	1	0	1	2	0	0	0	0	59	17:15	1	472	51	0	5	1	0	0	1	0	0	531		
5:30	0	66	10	0	1	0	0	1	1	0	0	0	0	79	17:30	2	457	42	0	6	0	0	2	0	0	0	509		
5:45	0	80	13	1	2	0	0	0	2	0	0	0	0	98	17:45	2	497	47	1	8	0	0	1	2	0	0	558		
6:00	0	78	15	0	3	0	0	0	0	0	0	0	0	96	18:00	2	399	43	0	2	0	0	0	0	0	0	446		
6:15	1	95	14	0	3	2	0	0	2	0	0	0	0	117	18:15	1	437	35	0	3	0	0	0	0	0	0	476		
6:30	0	125	26	1	6	1	0	1	3	0	0	0	0	163	18:30	2	322	23	0	6	0	0	0	1	0	0	354		
6:45	1	177	12	1	4	1	0	0	1	0	0	0	0	197	18:45	1	279	31	1	1	0	0	1	2	0	0	316		
7:00	0	211	22	0	1	3	0	1	1	0	0	0	0	239	19:00	1	255	21	1	4	0	0	1	1	0	0	284		
7:15	1	260	37	0	5	0	0	0	1	0	0	0	0	304	19:15	1	270	23	0	4	0	0	1	0	0	0	299		
7:30	0	313	29	2	5	0	0	0	0	0	0	0	0	349	19:30	2	243	20	0	2	0	0	0	0	0	0	267		
7:45	0	325	27	2	7	0	0	0	2	0	0	0	0	363	19:45	0	211	19	0	3	0	0	1	1	0	0	235		
8:00	1	326	45	0	7	0	0	0	0	0	0	0	0	379	20:00	1	201	15	1	3	0	0	0	2	0	0	223		
8:15	0	299	40	1	4	0	0	0	2	0	0	0	0	346	20:15	0	183	12	0	3	3	0	0	1	0	0	202		
8:30	0	302	45	0	8	1	0	0	4	0	0	0	0	360	20:30	0	172	8	0	0	0	0	0	0	0	0	180		
8:45	0	250	40	1	6	1	0	0	2	0	0	0	0	300	20:45	0	161	5	0	0	0	0	0	2	0	0	168		
9:00	1	212	35	0	12	2	0	0	1	0	0	0	0	263	21:00	0	145	2	1	0	0	0	0	0	0	0	148		
9:15	0	194	26	0	5	1	0	1	3	0	0	0	0	230	21:15	0	142	8	0	2	0	0	1	0	0	153			
9:30	0	178	30	1	9	0	0	1	1	0	0	0	0	220	21:30	0	130	4	0	0	1	0	0	1	0	0	136		
9:45	0	207	42	1	10	1	0	1	2	0	0	0	0	264	21:45	0	118	8	0	1	0	0	0	1	0	0	128		
10:00	1	178	27	0	13	0	0	1	2	0	0	0	0	222	22:00	1	110	6	0	0	0	0	0	0	0	0	117		
10:15	1	185	31	0	13	0	0	0	3	0	0	0	0	233	22:15	0	86	7	0	0	0	0	0	0	0	0	93		
10:30	0	200	48	0	12	0	0	0	2	0	0	0	0	262	22:30	0	75	11	0	0	1	0	0	2	0	0	89		
10:45	0	226	33	1	15	0	0	0	2	0	0	0	0	277	22:45	1	76	5	0	0	0	0	0	0	0	0	82		
11:00	1	190	48	1	18	0	0	1	1	0	0	0	0	260	23:00	0	76	3	0	0	0	0	0	0	0	0	79		
11:15	0	228	46	1	9	1	0	0	5	0	0	0	0	290	23:15	0	64	4	0	0	0	0	0	0	0	0	68		
11:30	1	237	35	0	10	1	0	0	5	0	0	0	0	289	23:30	0	61	2	1	0	1	0	0	0	0	0	65		
11:45	1	253	38	1	15	3	0	1	1	0	0	0	0	313	23:45	0	54	1	0	0	0	0	0	0	0	0	55		
<b>TOTAL</b>	12	5,840	864	16	210	19	0	10	65	0	0	0	0	7,036	<b>TOTAL</b>	41	12,808	1,511	29	260	26	1	15	61	0	0	14,752		

AM PEAK HOUR 7:45 AM  
AM PEAK VOLUME 1,448

PM PEAK HOUR 5:00 PM  
PM PEAK VOLUME 2,155

<b>CLASS 1</b>	Class 1 — Motorcycles	<b>CLASS 8</b>	3 to 4 Axles, Single Trailer
<b>CLASS 2</b>	Passenger Cars	<b>CLASS 9</b>	5 Axles, Single Trailer
<b>CLASS 3</b>	2 Axles, 4-Tire Single Units	<b>CLASS 10</b>	6 or More Axles, Single Trailer
<b>CLASS 4</b>	Buses	<b>CLASS 11</b>	5 or Less Axles, Multi-Trailers
<b>CLASS 5</b>	2 Axles, 6-Tire Single Units	<b>CLASS 12</b>	6 Axles, Multi-Trailers
<b>CLASS 6</b>	3 Axles, Single Unit	<b>CLASS 13</b>	7 or More Axles, Multi-Trailers
<b>CLASS 7</b>	4 or More Axles, Single Unit		

<b>TOTAL: AM+PM</b>	53	18,648	2,375	45	470	45	1	25	126	0	0	0	0	21,788
<b>% OF TOTAL</b>	0.2%	85.6%	10.9%	0.2%	2.2%	0.2%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	100.0%

<b>Class</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	
<b>TOTAL: ALL</b>	105	35,765	4,738	91	985	88	4	51	244	0	0	0	0	42,071
<b>% OF TOTAL</b>	0.5%	164.1%	21.7%	0.4%	4.5%	0.4%	0.0%	0.2%	1.1%	0.0%	0.0%	0.0%	0.0%	100.0%

**24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)**

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

DATE: Tuesday, August 30, 2022  
JOB #: SC3604

CITY: Cypress  
LOCATION: TMC1 Douglas and Katella

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27	12:00	0	265	32	0	9	0	0	1	1	0	0	0	308	
0:15	0	14	3	0	0	0	0	0	0	0	0	0	0	17	12:15	2	280	32	1	14	0	0	0	2	0	0	0	331	
0:30	0	20	2	0	0	0	0	0	0	1	0	0	0	23	12:30	5	262	33	0	10	0	0	0	3	0	0	0	313	
0:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	12:45	0	258	42	1	12	1	0	0	0	0	0	314		
1:00	0	7	3	0	0	0	0	0	0	1	0	0	0	11	13:00	0	292	44	1	6	0	0	0	1	0	0	0	344	
1:15	0	13	1	0	0	0	0	0	0	1	0	0	0	15	13:15	1	259	29	0	10	0	0	0	4	0	0	0	303	
1:30	0	13	0	0	0	0	0	0	0	1	0	0	0	14	13:30	0	257	32	1	12	1	0	1	1	0	0	0	305	
1:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13	13:45	0	271	36	1	5	1	0	0	1	0	0	0	315	
2:00	0	11	1	0	1	1	0	0	0	0	0	0	0	14	14:00	0	212	38	0	10	0	0	1	1	0	0	0	262	
2:15	0	5	0	0	0	0	0	0	0	1	0	0	0	6	14:15	0	269	49	0	7	0	0	1	3	0	0	0	329	
2:30	0	6	2	0	0	0	0	0	0	1	0	0	0	9	14:30	0	310	41	2	5	0	0	0	2	0	0	0	360	
2:45	0	15	1	0	0	0	0	0	0	1	0	0	0	17	14:45	1	260	33	2	5	2	0	1	0	0	0	304		
3:00	0	13	8	0	2	0	0	0	0	0	0	0	0	23	15:00	1	329	30	2	6	1	0	0	2	0	0	0	371	
3:15	0	16	1	0	1	0	0	0	0	1	0	0	0	19	15:15	0	293	40	1	8	0	0	1	1	0	0	0	344	
3:30	0	14	4	0	1	0	0	0	0	0	0	0	0	19	15:30	0	339	43	3	7	1	0	2	1	0	0	0	396	
3:45	0	28	2	0	2	0	0	0	0	0	0	0	0	32	15:45	0	282	42	2	8	0	0	2	1	0	0	0	337	
4:00	0	21	3	0	2	0	0	0	0	2	0	0	0	28	16:00	1	314	43	3	7	0	0	1	2	0	0	0	371	
4:15	0	28	8	0	4	1	0	1	1	0	0	0	0	43	16:15	1	259	32	2	3	1	0	0	0	0	0	0	298	
4:30	0	61	10	0	3	0	0	1	1	0	0	0	0	76	16:30	1	344	44	1	6	0	2	0	1	0	0	0	399	
4:45	1	95	9	0	8	0	0	0	0	0	0	0	0	113	16:45	2	304	49	1	4	0	1	1	1	0	0	0	363	
5:00	0	80	15	0	6	0	0	1	1	0	0	0	0	103	17:00	0	331	36	0	3	0	0	0	0	0	0	0	370	
5:15	1	90	24	0	3	1	0	0	1	0	0	0	0	120	17:15	2	312	38	1	5	0	0	0	1	0	0	0	359	
5:30	0	139	31	1	5	1	0	0	2	0	0	0	0	179	17:30	1	315	33	0	7	0	0	0	0	0	0	0	356	
5:45	0	141	32	0	8	0	0	0	2	0	0	0	0	183	17:45	0	293	34	1	3	0	0	1	2	0	0	0	334	
6:00	0	151	27	0	7	0	0	0	2	0	0	0	0	187	18:00	0	280	26	0	6	0	0	0	0	0	0	0	312	
6:15	1	183	46	0	5	0	0	1	3	0	0	0	0	239	18:15	0	280	38	0	6	0	0	1	2	0	0	0	327	
6:30	2	204	44	0	11	2	0	1	3	0	0	0	0	267	18:30	0	274	26	0	2	1	0	2	2	0	0	0	307	
6:45	2	270	53	1	9	1	0	0	0	0	0	0	0	336	18:45	1	225	29	1	2	0	0	0	0	0	0	0	258	
7:00	0	337	31	0	11	3	0	0	1	0	0	0	0	383	19:00	2	201	20	0	3	0	0	0	0	0	0	0	226	
7:15	1	327	45	0	7	1	0	0	2	0	0	0	0	383	19:15	2	212	13	0	7	0	0	0	1	0	0	0	235	
7:30	3	348	53	0	12	0	0	0	3	0	0	0	0	419	19:30	0	184	18	0	2	0	0	0	1	0	0	0	206	
7:45	2	352	43	2	6	3	0	0	1	0	0	0	0	409	19:45	0	160	11	1	3	0	0	0	1	0	0	0	176	
8:00	1	335	39	0	11	6	0	0	0	0	0	0	0	392	20:00	2	151	17	0	3	1	0	0	0	1	0	0	0	175
8:15	0	362	38	0	6	1	0	1	1	0	0	0	0	409	20:15	0	130	24	0	2	1	0	0	1	0	0	0	158	
8:30	2	352	32	1	12	4	0	1	5	0	0	0	0	409	20:30	2	123	11	0	2	0	0	0	2	0	0	0	140	
8:45	1	277	55	1	5	0	0	2	0	0	0	0	0	341	20:45	0	126	13	1	3	0	0	0	0	0	0	0	143	
9:00	1	216	45	3	5	1	0	0	2	0	0	0	0	273	21:00	0	101	6	0	0	0	0	0	2	0	0	0	109	
9:15	0	224	37	1	15	1	0	0	1	0	0	0	0	279	21:15	0	97	11	0	1	0	0	0	0	0	0	0	109	
9:30	0	271	53	0	17	1	0	0	0	0	0	0	0	342	21:30	1	83	4	0	1	0	0	0	3	0	0	0	92	
9:45	0	231	42	1	11	0	0	0	3	0	0	0	0	288	21:45	0	80	3	1	0	0	0	0	0	0	0	0	84	
10:00	0	245	44	1	9	1	0	0	2	0	0	0	0	302	22:00	2	81	2	0	0	0	0	0	0	0	0	0	85	
10:15	2	192	35	0	15	0	0	0	1	0	0	0	0	245	22:15	0	72	6	0	0	0	0	0	0	0	0	0	78	
10:30	1	237	34	1	15	1	0	0	4	0	0	0	0	293	22:30	0	65	3	0	0	0	0	0	0	0	0	0	68	
10:45	0	207	44	0	13	1	0	0	4	0	0	0	0	269	22:45	0	52	4	0	1	0	0	0	1	0	0	0	58	
11:00	0	225	42	0	15	0	0	0	2	0	0	0	0	284	23:00	0	42	3	0	0	0	0	0	0	0	0	0	45	
11:15	0	200	38	1	19	0	0	0	3	0	0	0	0	261	23:15	0	39	2	1	0	0	0	0	1	0	0	0	43	
11:30	0	233	43	1	8	1	0	0	5	0	0	0	0	291	23:30	0	36	1	0	1	0	0	0	0	0	0	0	38	
11:45	1	231	34	0	8	0	0	0	3	0	0	0	0	277	23:45	0	33	2	0	0	0	0	0	0	0	0	0	35	
<b>TOTAL</b>	<b>22</b>	<b>7,080</b>	<b>1,165</b>	<b>15</b>	<b>298</b>	<b>32</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,690</b>	<b>TOTAL</b>	<b>30</b>	<b>###</b>	<b>1,198</b>	<b>31</b>	<b>217</b>	<b>11</b>	<b>3</b>	<b>17</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,593</b>
<b>AM PEAK HOUR</b>														7:30 AM	<b>PM PEAK HOUR</b>														4:30 PM
<b>AM PEAK VOLUME</b>														1,629	<b>PM PEAK VOLUME</b>														1,491

<b>CLASS 1</b>	Class 1 — Motorcycles	<b>CLASS 8</b>	3 to 4 Axles, Single Trailer
<b>CLASS 2</b>	Passenger Cars	<b>CLASS 9</b>	5 Axles, Single Trailer
<b>CLASS 3</b>	2 Axles, 4-Tire Single Units	<b>CLASS 10</b>	6 or More Axles, Single Trailer
<b>CLASS 4</b>	Buses	<b>CLASS 11</b>	5 or Less Axles, Multi-Trailers
<b>CLASS 5</b>	2 Axles, 6-Tire Single Units	<b>CLASS 12</b>	6 Axles, Multi-Trailers
<b>CLASS 6</b>	3 Axles, Single Unit	<b>CLASS 13</b>	7 or More Axles, Multi-Trailers
<b>CLASS 7</b>	4 or More Axles, Single Unit		

<b>TOTAL: AM+PM</b>	52	###	2,363	46	515	43	3	26	118	0	0	0	0	20,283
<b>% OF TOTAL</b>	0.3%	84.4%	11.7%	0.2%	2.5%	0.2%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	100.0%

<b>Class</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
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**APPENDIX 3.2: EXISTING (2023) CONDITIONS INTERSECTION  
OPERATIONS ANALYSIS WORKSHEETS**

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Timings  
1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

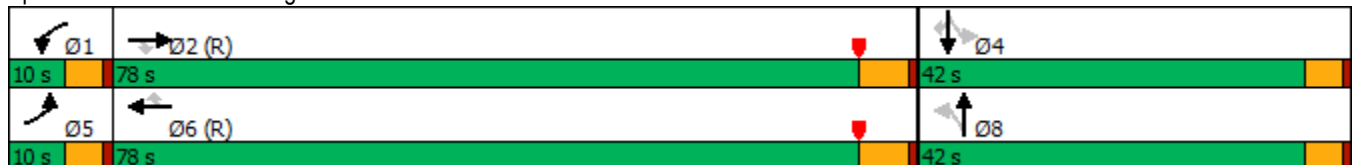
11/20/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	27	1702	72	12	1782	34	26	2	2	1	15
Future Volume (vph)	27	1702	72	12	1782	34	26	2	2	1	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		1	6			8		4	
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.8	22.8	9.6	22.8	22.8	40.6	40.6	40.6	40.6	40.6
Total Split (s)	10.0	78.0	78.0	10.0	78.0	78.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	7.7%	60.0%	60.0%	7.7%	60.0%	60.0%	32.3%	32.3%	32.3%	32.3%	32.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	6.2	102.9	102.9	5.7	100.5	100.5	20.4	20.4	20.4	20.4	20.4
Actuated g/C Ratio	0.05	0.79	0.79	0.04	0.77	0.77	0.16	0.16	0.16	0.16	0.16
v/c Ratio	0.37	0.48	0.07	0.18	0.52	0.03	0.13	0.03	0.01	0.00	0.06
Control Delay	73.3	10.9	4.8	65.4	12.1	1.7	42.7	24.3	36.5	36.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.3	10.9	4.8	65.4	12.1	1.7	42.7	24.3	36.5	36.0	0.4
LOS	E	B	A	E	B	A	D	C	D	D	A
Approach Delay		11.6			12.3			38.9		6.1	
Approach LOS		B			B			D		A	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.52  
 Intersection Signal Delay: 12.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 68.4%  
 ICU Level of Service C  
 Analysis Period (min) 15






























Splits and Phases: 1: Douglas Dr. & Katella Av.



HCM 6th Signalized Intersection Summary  
 1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

11/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	27	1702	72	12	1782	34	26	2	5	2	1	15
Future Volume (veh/h)	27	1702	72	12	1782	34	26	2	5	2	1	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	28	1773	67	12	1856	30	27	2	2	2	1	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	40	3802	1155	22	3751	1139	121	40	40	119	88	73
Arrive On Green	0.02	0.82	0.82	0.01	0.81	0.81	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1619	4641	1410	1619	4641	1409	1273	771	771	1284	1700	1414
Grp Volume(v), veh/h	28	1773	67	12	1856	30	27	0	4	2	1	6
Grp Sat Flow(s),veh/h/ln	1619	1547	1410	1619	1547	1409	1273	0	1542	1284	1700	1414
Q Serve(g_s), s	2.2	14.5	1.2	1.0	16.6	0.5	2.7	0.0	0.3	0.2	0.1	0.5
Cycle Q Clear(g_c), s	2.2	14.5	1.2	1.0	16.6	0.5	2.7	0.0	0.3	0.5	0.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	40	3802	1155	22	3751	1139	121	0	80	119	88	73
V/C Ratio(X)	0.71	0.47	0.06	0.55	0.49	0.03	0.22	0.00	0.05	0.02	0.01	0.08
Avail Cap(c_a), veh/h	67	3802	1155	67	3751	1139	421	0	444	422	489	407
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.9	3.4	2.2	63.7	4.0	2.4	59.8	0.0	58.6	58.8	58.5	58.7
Incr Delay (d2), s/veh	8.3	0.4	0.1	7.7	0.5	0.0	0.9	0.0	0.3	0.1	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.0	0.2	0.4	3.7	0.1	0.9	0.0	0.1	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	3.8	2.3	71.4	4.4	2.5	60.7	0.0	58.8	58.9	58.5	59.2
LnGrp LOS	E	A	A	E	A	A	E	A	E	E	E	E
Approach Vol, veh/h		1868			1898			31				9
Approach Delay, s/veh		4.8			4.8			60.5				59.0
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	112.3		11.3	7.8	110.9		11.3				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.4	72.2		37.4	5.4	72.2		37.4				
Max Q Clear Time (g_c+I1), s	3.0	16.5		2.5	4.2	18.6		4.7				
Green Ext Time (p_c), s	0.0	20.4		0.0	0.0	21.5		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			5.4									
HCM 6th LOS			A									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

Goodman Commerce Center (JN 15593)
Existing (2023)
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Douglas Dr. & Katella Av.

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

\*\*\*\*\*

<b>Intersection</b>												
Intersection Delay, s/veh	7.2											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘					↗			
Traffic Vol, veh/h	0	0	0	53	0	0	0	0	21	0	0	0
Future Vol, veh/h	0	0	0	53	0	0	0	0	21	0	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	62	0	0	0	0	24	0	0	0
Number of Lanes	0	0	0	1	0	0	0	0	1	0	0	0

Approach	WB						NB					
Opposing Approach												
Opposing Lanes	0						0					
Conflicting Approach Left	NB											
Conflicting Lanes Left	1						0					
Conflicting Approach Right							WB					
Conflicting Lanes Right	0						1					
HCM Control Delay	7.5						6.5					
HCM LOS	A						A					

Lane	NBLn1WBLn1	
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	21	53
LT Vol	0	53
Through Vol	0	0
RT Vol	21	0
Lane Flow Rate	24	62
Geometry Grp	1	1
Degree of Util (X)	0.023	0.071
Departure Headway (Hd)	3.408	4.143
Convergence, Y/N	Yes	Yes
Cap	1047	870
Service Time	1.439	2.145
HCM Lane V/C Ratio	0.023	0.071
HCM Control Delay	6.5	7.5
HCM Lane LOS	A	A
HCM 95th-tile Q	0.1	0.2



Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	0	23	0	8	104	4	19	2	77	0	0	0
Future Vol, veh/h	0	23	0	8	104	4	19	2	77	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	27	0	9	122	5	22	2	91	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	127	0	0	27	0	0	170	172	27	217	170	125
Stage 1	-	-	-	-	-	-	27	27	-	143	143	-
Stage 2	-	-	-	-	-	-	143	145	-	74	27	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1472	-	-	1600	-	-	798	725	1054	744	727	931
Stage 1	-	-	-	-	-	-	996	877	-	865	782	-
Stage 2	-	-	-	-	-	-	865	781	-	940	877	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1472	-	-	1600	-	-	795	721	1054	676	723	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	771	695	-	699	696	-
Stage 1	-	-	-	-	-	-	996	877	-	865	777	-
Stage 2	-	-	-	-	-	-	860	776	-	857	877	-

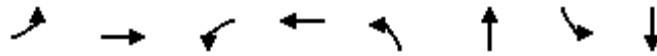
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	9.2	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	974	1472	-	-	1600	-	-	-
HCM Lane V/C Ratio	0.118	-	-	-	0.006	-	-	-
HCM Control Delay (s)	9.2	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-

Timings  
4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↑↑↑	↶	↑↑↑
Traffic Volume (vph)	9	9	12	0	22	1516	254	1551
Future Volume (vph)	9	9	12	0	22	1516	254	1551
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	37.6	37.6	14.6	14.6	9.6	22.8	9.6	22.8
Total Split (s)	38.0	38.0	38.0	38.0	11.0	61.0	31.0	81.0
Total Split (%)	29.2%	29.2%	29.2%	29.2%	8.5%	46.9%	23.8%	62.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	19.2	19.2	19.2	19.2	6.0	75.0	23.7	97.8
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.05	0.58	0.18	0.75
v/c Ratio	0.05	0.10	0.06	0.08	0.30	0.65	0.87	0.50
Control Delay	40.8	23.4	41.4	0.3	70.0	23.8	79.8	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	23.4	41.4	0.3	70.0	23.8	79.8	10.9
LOS	D	C	D	A	E	C	E	B
Approach Delay		28.1		10.0		24.4		19.9
Approach LOS		C		A		C		B

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 21.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.7%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 4: Valley View St. & Plaza Dr./Chip Av.



HCM 6th Signalized Intersection Summary  
4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	9	9	15	12	0	39	22	1516	181	254	1551	154
Future Volume (veh/h)	9	9	15	12	0	39	22	1516	181	254	1551	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	9	9	10	12	0	33	22	1531	181	257	1567	153
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	45	50	118	0	89	34	2728	322	279	3446	336
Arrive On Green	0.06	0.06	0.06	0.06	0.00	0.06	0.02	0.65	0.65	0.17	0.80	0.80
Sat Flow, veh/h	1251	731	812	1250	0	1441	1619	4195	495	1619	4299	419
Grp Volume(v), veh/h	9	0	19	12	0	33	22	1129	583	257	1127	593
Grp Sat Flow(s),veh/h/ln	1251	0	1543	1250	0	1441	1619	1547	1597	1619	1547	1624
Q Serve(g_s), s	0.9	0.0	1.5	1.2	0.0	2.9	1.8	26.1	26.2	20.3	14.8	14.8
Cycle Q Clear(g_c), s	3.8	0.0	1.5	2.7	0.0	2.9	1.8	26.1	26.2	20.3	14.8	14.8
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.31	1.00		0.26
Lane Grp Cap(c), veh/h	105	0	95	118	0	89	34	2012	1038	279	2481	1302
V/C Ratio(X)	0.09	0.00	0.20	0.10	0.00	0.37	0.64	0.56	0.56	0.92	0.45	0.46
Avail Cap(c_a), veh/h	349	0	396	362	0	370	80	2012	1038	329	2481	1302
HCM 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
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.4	0.0	57.9	59.2	0.0	58.6	63.1	12.5	12.5	52.9	4.0	4.0
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.4	0.0	2.6	7.3	1.1	2.2	25.8	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6	0.4	0.0	1.1	0.8	8.4	9.0	10.0	3.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	0.0	58.9	59.6	0.0	61.1	70.5	13.7	14.7	78.7	4.6	5.2
LnGrp LOS	E	A	E	E	A	E	E	B	B	E	A	A
Approach Vol, veh/h		28			45			1734			1977	
Approach Delay, s/veh		59.5			60.7			14.7			14.4	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.0	90.3		12.6	7.3	110.0		12.6				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	26.4	55.2		33.4	6.4	75.2		33.4				
Max Q Clear Time (g_c+1), s	22.3	28.2		5.8	3.8	16.8		4.9				
Green Ext Time (p_c), s	0.1	13.4		0.1	0.0	17.6		0.2				

Intersection Summary

HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			B									

Goodman Commerce Center (JN 15593)
Existing (2023)
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #4 Valley View St. & Plaza Dr.

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

\*\*\*\*\*

Goodman Commerce Center (JN 15593)
Existing (2023)
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 Douglas Dr. & Katella Av.

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

\*\*\*\*\*

Timings  
1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

11/20/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	11	1963	32	9	1608	6	83	1	26	2	47
Future Volume (vph)	11	1963	32	9	1608	6	83	1	26	2	47
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		1	6			8		4	
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.8	22.8	9.6	22.8	22.8	40.6	40.6	40.6	40.6	40.6
Total Split (s)	10.0	78.0	78.0	10.0	78.0	78.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	7.7%	60.0%	60.0%	7.7%	60.0%	60.0%	32.3%	32.3%	32.3%	32.3%	32.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	5.7	95.6	95.6	5.6	93.4	93.4	21.8	21.8	21.8	21.8	21.8
Actuated g/C Ratio	0.04	0.74	0.74	0.04	0.72	0.72	0.17	0.17	0.17	0.17	0.17
v/c Ratio	0.17	0.65	0.03	0.14	0.54	0.01	0.43	0.04	0.14	0.01	0.18
Control Delay	65.0	13.0	1.8	64.1	12.4	0.0	51.5	19.6	41.8	36.0	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	13.0	1.8	64.1	12.4	0.0	51.5	19.6	41.8	36.0	8.1
LOS	E	B	A	E	B	A	D	B	D	D	A
Approach Delay		13.1			12.6			48.7		20.4	
Approach LOS		B			B			D		C	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 13.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 63.9%  
 ICU Level of Service B  
 Analysis Period (min) 15





























Splits and Phases: 1: Douglas Dr. & Katella Av.



HCM 6th Signalized Intersection Summary  
 1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

11/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	11	1963	32	9	1608	6	83	1	7	26	2	47
Future Volume (veh/h)	11	1963	32	9	1608	6	83	1	7	26	2	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	12	2206	30	10	1807	7	93	1	4	29	2	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	22	3641	1105	19	3632	1104	166	26	105	165	150	126
Arrive On Green	0.01	0.78	0.78	0.01	0.78	0.78	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1619	4641	1409	1619	4641	1410	1264	297	1189	1283	1700	1420
Grp Volume(v), veh/h	12	2206	30	10	1807	7	93	0	5	29	2	19
Grp Sat Flow(s),veh/h/ln	1619	1547	1409	1619	1547	1410	1264	0	1486	1283	1700	1420
Q Serve(g_s), s	1.0	25.4	0.6	0.8	18.0	0.1	9.4	0.0	0.4	2.8	0.1	1.6
Cycle Q Clear(g_c), s	1.0	25.4	0.6	0.8	18.0	0.1	9.6	0.0	0.4	3.2	0.1	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	22	3641	1105	19	3632	1104	166	0	132	165	150	126
V/C Ratio(X)	0.55	0.61	0.03	0.53	0.50	0.01	0.56	0.00	0.04	0.18	0.01	0.15
Avail Cap(c_a), veh/h	67	3641	1105	67	3632	1104	418	0	428	420	489	408
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.7	5.8	3.1	63.9	5.0	3.1	58.4	0.0	54.2	55.6	54.1	54.7
Incr Delay (d2), s/veh	7.7	0.8	0.0	8.3	0.5	0.0	2.9	0.0	0.1	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.2	0.1	0.4	4.4	0.0	3.2	0.0	0.2	0.9	0.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	6.5	3.1	72.2	5.5	3.1	61.4	0.0	54.3	56.1	54.1	55.3
LnGrp LOS	E	A	A	E	A	A	E	A	D	E	D	E
Approach Vol, veh/h		2248			1824			98			50	
Approach Delay, s/veh		6.8			5.9			61.0			55.7	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	107.8		16.1	6.4	107.5		16.1				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.4	72.2		37.4	5.4	72.2		37.4				
Max Q Clear Time (g_c+I1), s	2.8	27.4		5.2	3.0	20.0		11.6				
Green Ext Time (p_c), s	0.0	26.4		0.1	0.0	20.2		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				8.2								
HCM 6th LOS				A								

Intersection												
Intersection Delay, s/veh	7.7											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙					↘			
Traffic Vol, veh/h	0	0	0	100	0	0	0	0	24	0	0	0
Future Vol, veh/h	0	0	0	100	0	0	0	0	24	0	0	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	133	0	0	0	0	32	0	0	0
Number of Lanes	0	0	0	1	0	0	0	0	1	0	0	0

Approach	WB						NB					
Opposing Approach												
Opposing Lanes	0						0					
Conflicting Approach Left	NB											
Conflicting Lanes Left	1						0					
Conflicting Approach Right							WB					
Conflicting Lanes Right	0						1					
HCM Control Delay	7.9						6.7					
HCM LOS	A						A					

Lane	NBLn1WBLn1	
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	24	100
LT Vol	0	100
Through Vol	0	0
RT Vol	24	0
Lane Flow Rate	32	133
Geometry Grp	1	1
Degree of Util (X)	0.031	0.154
Departure Headway (Hd)	3.533	4.155
Convergence, Y/N	Yes	Yes
Cap	1000	867
Service Time	1.601	2.161
HCM Lane V/C Ratio	0.032	0.153
HCM Control Delay	6.7	7.9
HCM Lane LOS	A	A
HCM 95th-tile Q	0.1	0.5



Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	0	86	2	11	80	0	5	0	9	0	3	0
Future Vol, veh/h	0	86	2	11	80	0	5	0	9	0	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	137	3	17	127	0	8	0	14	0	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	127	0	0	140	0	0	303	300	139	307	301	127
Stage 1	-	-	-	-	-	-	139	139	-	161	161	-
Stage 2	-	-	-	-	-	-	164	161	-	146	140	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1472	-	-	1456	-	-	653	616	915	649	615	929
Stage 1	-	-	-	-	-	-	869	785	-	846	769	-
Stage 2	-	-	-	-	-	-	843	769	-	861	785	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1472	-	-	1456	-	-	643	609	915	633	608	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	680	630	-	671	626	-
Stage 1	-	-	-	-	-	-	869	785	-	846	760	-
Stage 2	-	-	-	-	-	-	828	760	-	848	785	-

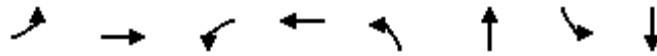
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	9.5	10.8
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	814	1472	-	-	1456	-	-	626
HCM Lane V/C Ratio	0.027	-	-	-	0.012	-	-	0.008
HCM Control Delay (s)	9.5	0	-	-	7.5	-	-	10.8
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Timings  
4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023

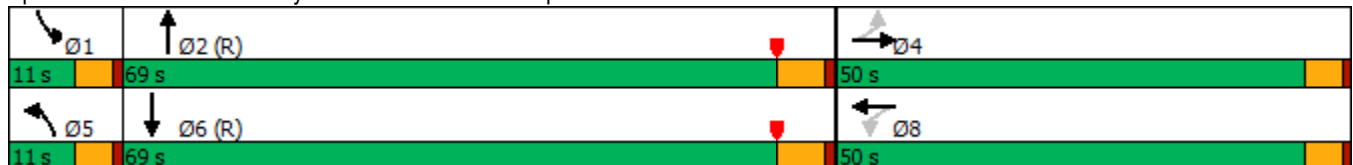


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	168	0	162	30	4	1967	52	1503
Future Volume (vph)	168	0	162	30	4	1967	52	1503
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	37.6	37.6	14.6	14.6	9.6	22.8	9.6	22.8
Total Split (s)	50.0	50.0	50.0	50.0	11.0	69.0	11.0	69.0
Total Split (%)	38.5%	38.5%	38.5%	38.5%	8.5%	53.1%	8.5%	53.1%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	45.4	45.4	45.4	45.4	5.2	65.4	6.2	72.1
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.04	0.50	0.05	0.55
v/c Ratio	0.99	0.11	0.40	0.69	0.06	0.88	0.71	0.62
Control Delay	107.9	0.9	35.5	33.8	62.0	35.2	104.3	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.9	0.9	35.5	33.8	62.0	35.2	104.3	21.4
LOS	F	A	D	C	E	D	F	C
Approach Delay		79.2		34.3		35.2		24.1
Approach LOS		E		C		D		C

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay: 33.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 97.5%  
 ICU Level of Service F  
 Analysis Period (min) 15

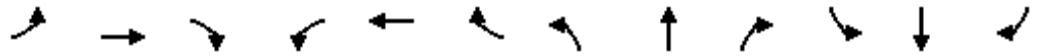
Splits and Phases: 4: Valley View St. & Plaza Dr./Chip Av.



HCM 6th Signalized Intersection Summary  
 4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↑↑↑		↶	↑↑↑	
Traffic Volume (veh/h)	168	0	61	162	30	355	4	1967	12	52	1503	23
Future Volume (veh/h)	168	0	61	162	30	355	4	1967	12	52	1503	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	175	0	44	169	31	311	4	2049	12	54	1566	21
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	0	503	462	46	464	8	2351	14	67	2501	34
Arrive On Green	0.35	0.00	0.35	0.35	0.35	0.35	0.01	0.49	0.49	0.04	0.53	0.53
Sat Flow, veh/h	944	0	1439	1237	132	1328	1619	4760	28	1619	4717	63
Grp Volume(v), veh/h	175	0	44	169	0	342	4	1331	730	54	1027	560
Grp Sat Flow(s),veh/h/ln	944	0	1439	1237	0	1461	1619	1547	1694	1619	1547	1687
Q Serve(g_s), s	19.5	0.0	2.7	13.8	0.0	25.9	0.3	49.7	49.8	4.3	30.3	30.4
Cycle Q Clear(g_c), s	45.4	0.0	2.7	16.5	0.0	25.9	0.3	49.7	49.8	4.3	30.3	30.4
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	197	0	503	462	0	510	8	1528	837	67	1640	894
V/C Ratio(X)	0.89	0.00	0.09	0.37	0.00	0.67	0.48	0.87	0.87	0.80	0.63	0.63
Avail Cap(c_a), veh/h	197	0	503	462	0	510	80	1528	837	80	1640	894
HCM 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
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	0.0	28.4	33.9	0.0	35.9	64.5	29.2	29.2	61.8	21.5	21.5
Incr Delay (d2), s/veh	35.0	0.0	0.1	0.5	0.0	3.4	14.8	7.1	12.1	32.4	1.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	1.0	4.3	0.0	9.8	0.2	18.7	21.7	2.3	10.7	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.0	0.0	28.5	34.4	0.0	39.3	79.3	36.3	41.4	94.2	23.3	24.8
LnGrp LOS	F	A	C	C	A	D	E	D	D	F	C	C
Approach Vol, veh/h		219			511			2065			1641	
Approach Delay, s/veh		79.3			37.7			38.2			26.1	
Approach LOS		E			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	70.0		50.0	5.3	74.7		50.0				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	6.4	63.2		45.4	6.4	63.2		45.4				
Max Q Clear Time (g_c+1), s	6.3	51.8		47.4	2.3	32.4		27.9				
Green Ext Time (p_c), s	0.0	8.8		0.0	0.0	12.6		2.8				

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

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 Goodman Commerce Center (JN 15593)  
 Existing (2023)  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #4 Valley View St. & Plaza Dr.

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794  
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	1

Volume Module:

Base Vol:	4	1967	12	52	1503	23	168	0	61	162	30	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1967	12	52	1503	23	168	0	61	162	30	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1967	12	52	1503	23	168	0	61	162	30	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1967	12	52	1503	23	168	0	61	162	30	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1967	12	52	1503	23	168	0	61	162	30	355

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.95	0.05	1.00	0.00	1.00	1.00	0.08	0.92
Final Sat.:	1700	5069	31	1700	5023	77	1700	0	1700	1700	132	1568

Capacity Analysis Module:

Vol/Sat:	0.00	0.39	0.39	0.03	0.30	0.30	0.10	0.00	0.04	0.10	0.23	0.23
Crit Moves:	****			****			****			****		

\*\*\*\*\*

**APPENDIX 3.3: EXISTING (2023) CONDITIONS TRAFFIC SIGNAL  
WARRANT ANALYSIS WORKSHEETS**

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### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

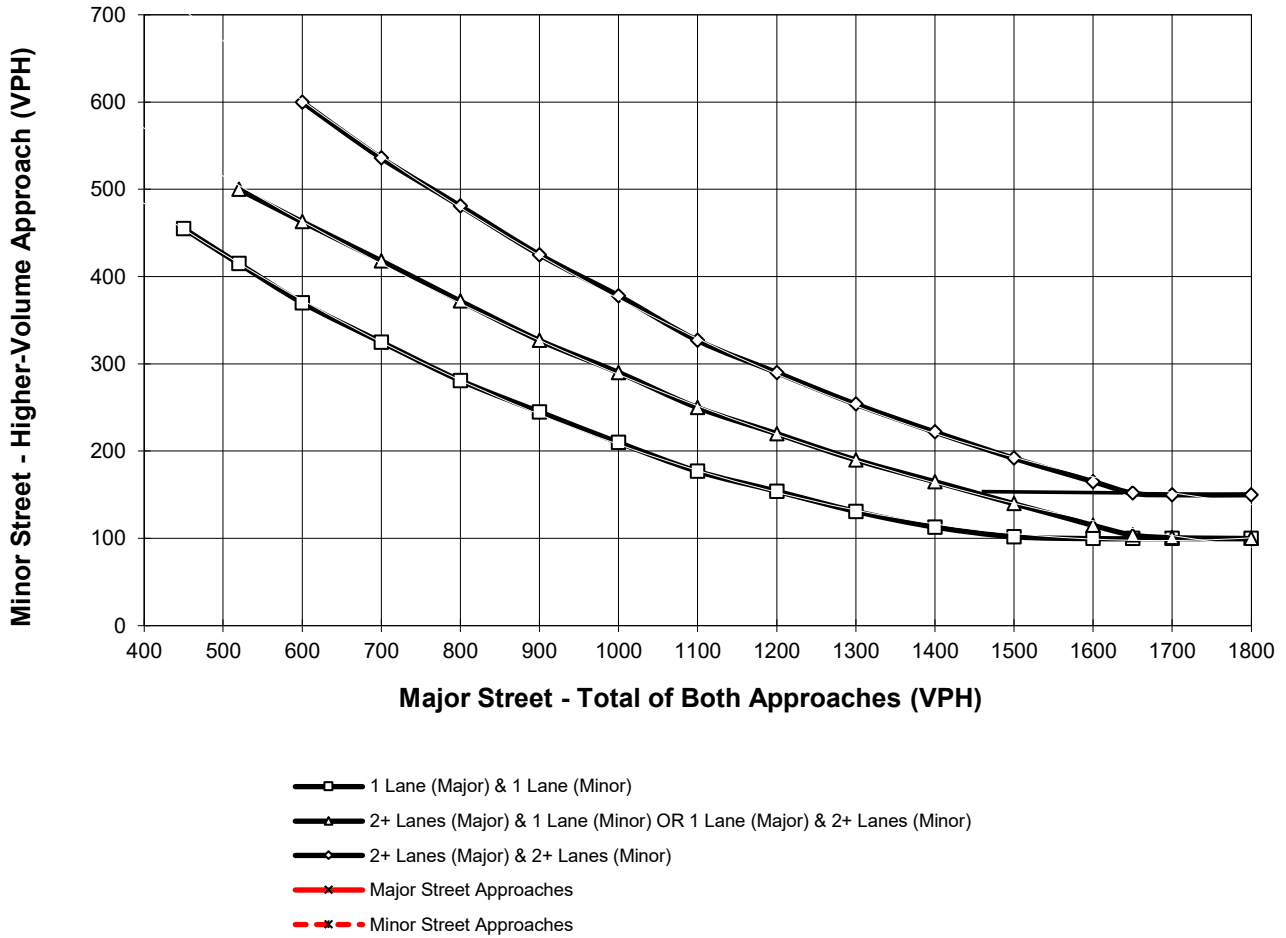
Major Street Name = **Plaza Dr.**

Total of Both Approaches (VPH) = **53**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Douglas Dr.**

High Volume Approach (VPH) = **21**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



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



### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday PM Peak Hour**

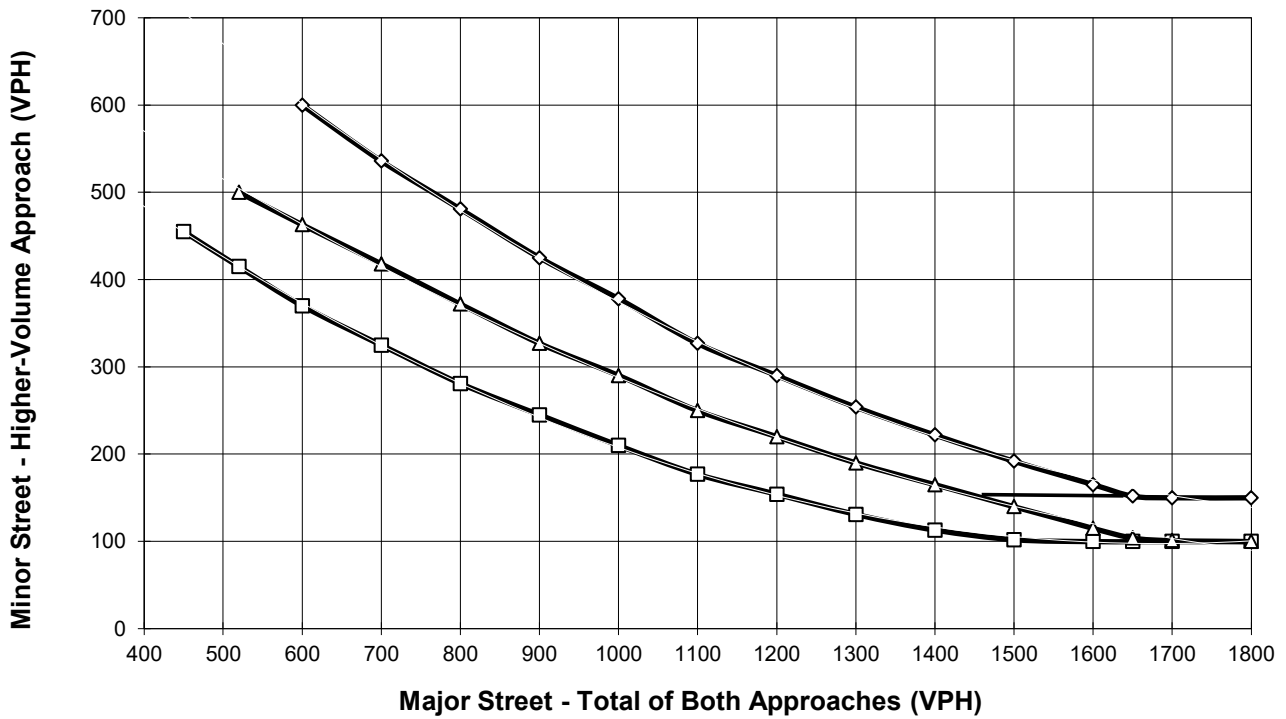
Major Street Name = **Plaza Dr.**

Total of Both Approaches (VPH) = **179**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **McDonnell Dr.**

High Volume Approach (VPH) = **14**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

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



**APPENDIX 5.1: EXISING PLUS PROJECT CONDITIONS INTERSECTION  
OPERATIONS ANALYSIS WORKSHEETS**

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Timings  
1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

11/20/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	1702	72	12	1782	37	26	2	5	1	20
Future Volume (vph)	37	1702	72	12	1782	37	26	2	5	1	20
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		1	6			8		4	
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.8	22.8	9.6	22.8	22.8	40.6	40.6	40.6	40.6	40.6
Total Split (s)	10.0	78.0	78.0	10.0	78.0	78.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	7.7%	60.0%	60.0%	7.7%	60.0%	60.0%	32.3%	32.3%	32.3%	32.3%	32.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	6.6	102.9	102.9	5.7	96.9	96.9	20.4	20.4	20.4	20.4	20.4
Actuated g/C Ratio	0.05	0.79	0.79	0.04	0.75	0.75	0.16	0.16	0.16	0.16	0.16
v/c Ratio	0.48	0.48	0.07	0.18	0.54	0.04	0.13	0.03	0.03	0.00	0.08
Control Delay	79.4	10.9	4.8	65.4	12.6	2.2	42.7	24.3	37.6	36.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.4	10.9	4.8	65.4	12.6	2.2	42.7	24.3	37.6	36.0	0.6
LOS	E	B	A	E	B	A	D	C	D	D	A
Approach Delay		12.0			12.7			38.9		8.7	
Approach LOS		B			B			D		A	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 12.6  
 Intersection Capacity Utilization 68.4%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 1: Douglas Dr. & Katella Av.



HCM 6th Signalized Intersection Summary  
 1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

11/20/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1702	72	12	1782	37	26	2	5	5	1	20
Future Volume (veh/h)	37	1702	72	12	1782	37	26	2	5	5	1	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	39	1773	67	12	1856	34	27	2	2	5	1	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	3802	1155	22	3727	1132	120	40	40	119	88	73
Arrive On Green	0.03	0.82	0.82	0.01	0.80	0.80	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1619	4641	1410	1619	4641	1409	1267	771	771	1284	1700	1414
Grp Volume(v), veh/h	39	1773	67	12	1856	34	27	0	4	5	1	11
Grp Sat Flow(s),veh/h/ln	1619	1547	1410	1619	1547	1409	1267	0	1542	1284	1700	1414
Q Serve(g_s), s	3.1	14.5	1.2	1.0	17.1	0.6	2.7	0.0	0.3	0.5	0.1	1.0
Cycle Q Clear(g_c), s	3.1	14.5	1.2	1.0	17.1	0.6	2.8	0.0	0.3	0.8	0.1	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	48	3802	1155	22	3727	1132	120	0	80	119	88	73
V/C Ratio(X)	0.81	0.47	0.06	0.55	0.50	0.03	0.22	0.00	0.05	0.04	0.01	0.15
Avail Cap(c_a), veh/h	67	3802	1155	67	3727	1132	419	0	444	422	489	407
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.7	3.4	2.2	63.7	4.2	2.6	59.8	0.0	58.6	59.0	58.5	58.9
Incr Delay (d2), s/veh	27.5	0.4	0.1	7.7	0.5	0.0	0.9	0.0	0.3	0.1	0.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.0	0.2	0.4	3.8	0.1	0.9	0.0	0.1	0.2	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.2	3.8	2.3	71.4	4.7	2.6	60.7	0.0	58.8	59.1	58.5	59.8
LnGrp LOS	F	A	A	E	A	A	E	A	E	E	E	E
Approach Vol, veh/h		1879			1902			31				17
Approach Delay, s/veh		5.6			5.1			60.5				59.5
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	112.3		11.3	8.5	110.2		11.3				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.4	72.2		37.4	5.4	72.2		37.4				
Max Q Clear Time (g_c+I1), s	3.0	16.5		3.0	5.1	19.1		4.8				
Green Ext Time (p_c), s	0.0	20.4		0.0	0.0	21.5		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

-----  
 Goodman Commerce Center (JN 15593)  
 E+P  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Douglas Dr. & Katella Av.

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448  
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	1	0	3

Volume Module:

Base Vol:	26	2	5	2	1	15	27	1702	72	12	1782	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	2	5	2	1	15	27	1702	72	12	1782	34
Added Vol:	0	0	0	3	0	5	10	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2	5	5	1	20	37	1702	72	12	1782	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	2	5	5	1	20	37	1702	72	12	1782	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2	5	5	1	20	37	1702	72	12	1782	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2	5	5	1	20	37	1702	72	12	1782	37

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	486	1214	1700	1700	1700	1700	5100	1700	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.01	0.02	0.33	0.04	0.01	0.35	0.02
Crit Moves:	****					****	****			****		

\*\*\*\*\*

**Intersection**

Intersection Delay, s/veh 7.2

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	7	53	4	2	6	7	21	0	0	0
Future Vol, veh/h	0	2	7	53	4	2	6	7	21	0	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	8	62	5	2	7	8	24	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.6	7.5	6.9	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	0%	90%	0%
Vol Thru, %	21%	22%	7%	100%
Vol Right, %	62%	78%	3%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	9	59	0
LT Vol	6	0	53	0
Through Vol	7	2	4	0
RT Vol	21	7	2	0
Lane Flow Rate	40	10	69	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.041	0.01	0.079	0
Departure Headway (Hd)	3.701	3.553	4.136	4.067
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	964	1005	869	0
Service Time	1.738	1.581	2.149	2.11
HCM Lane V/C Ratio	0.041	0.01	0.079	0
HCM Control Delay	6.9	6.6	7.5	7.1
HCM Lane LOS	A	A	A	N
HCM 95th-tile Q	0.1	0	0.3	0

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	0	25	0	8	109	4	20	2	77	0	0	0
Future Vol, veh/h	0	25	0	8	109	4	20	2	77	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	29	0	9	128	5	24	2	91	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	29	0	0	178	180	29	225	178	131
Stage 1	-	-	-	-	-	-	29	29	-	149	149	-
Stage 2	-	-	-	-	-	-	149	151	-	76	29	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1464	-	-	1597	-	-	789	717	1052	735	719	924
Stage 1	-	-	-	-	-	-	993	875	-	858	778	-
Stage 2	-	-	-	-	-	-	858	776	-	938	875	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1464	-	-	1597	-	-	786	713	1052	667	715	924
Mov Cap-2 Maneuver	-	-	-	-	-	-	764	690	-	693	691	-
Stage 1	-	-	-	-	-	-	993	875	-	858	773	-
Stage 2	-	-	-	-	-	-	853	771	-	855	875	-

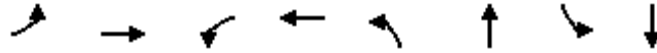
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	9.2	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	968	1464	-	-	1597	-	-	-
HCM Lane V/C Ratio	0.12	-	-	-	0.006	-	-	-
HCM Control Delay (s)	9.2	0	-	-	7.3	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-

Timings  
4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	11	9	12	0	22	1516	254	1551
Future Volume (vph)	11	9	12	0	22	1516	254	1551
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	37.6	37.6	14.6	14.6	9.6	22.8	9.6	22.8
Total Split (s)	38.0	38.0	38.0	38.0	11.0	61.0	31.0	81.0
Total Split (%)	29.2%	29.2%	29.2%	29.2%	8.5%	46.9%	23.8%	62.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	19.2	19.2	19.2	19.2	6.0	75.0	23.7	97.8
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.05	0.58	0.18	0.75
v/c Ratio	0.06	0.10	0.06	0.08	0.30	0.65	0.87	0.50
Control Delay	41.4	23.4	41.4	0.3	70.0	23.8	79.8	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	23.4	41.4	0.3	70.0	23.8	79.8	10.9
LOS	D	C	D	A	E	C	E	B
Approach Delay		29.0		10.0		24.4		19.9
Approach LOS		C		A		C		B

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 21.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.7%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 4: Valley View St. & Plaza Dr./Chip Av.

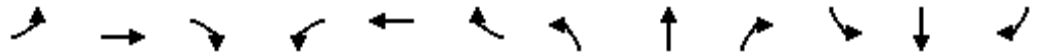




HCM 6th Signalized Intersection Summary  
 4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↑↑↑		↶	↑↑↑	
Traffic Volume (veh/h)	11	9	15	12	0	39	22	1516	181	254	1551	159
Future Volume (veh/h)	11	9	15	12	0	39	22	1516	181	254	1551	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	11	9	10	12	0	33	22	1531	181	257	1567	158
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	45	50	118	0	89	34	2728	322	279	3435	346
Arrive On Green	0.06	0.06	0.06	0.06	0.00	0.06	0.02	0.65	0.65	0.17	0.80	0.80
Sat Flow, veh/h	1251	731	812	1250	0	1441	1619	4195	495	1619	4284	431
Grp Volume(v), veh/h	11	0	19	12	0	33	22	1129	583	257	1131	594
Grp Sat Flow(s),veh/h/ln	1251	0	1543	1250	0	1441	1619	1547	1597	1619	1547	1622
Q Serve(g_s), s	1.1	0.0	1.5	1.2	0.0	2.9	1.8	26.1	26.2	20.3	14.9	14.9
Cycle Q Clear(g_c), s	4.0	0.0	1.5	2.7	0.0	2.9	1.8	26.1	26.2	20.3	14.9	14.9
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.31	1.00		0.27
Lane Grp Cap(c), veh/h	105	0	95	118	0	89	34	2012	1038	279	2481	1300
V/C Ratio(X)	0.10	0.00	0.20	0.10	0.00	0.37	0.64	0.56	0.56	0.92	0.46	0.46
Avail Cap(c_a), veh/h	349	0	396	362	0	370	80	2012	1038	329	2481	1300
HCM 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
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.5	0.0	57.9	59.2	0.0	58.6	63.1	12.5	12.5	52.9	4.0	4.0
Incr Delay (d2), s/veh	0.4	0.0	1.0	0.4	0.0	2.5	7.3	1.1	2.2	25.8	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.6	0.4	0.0	1.1	0.8	8.4	9.0	10.0	3.4	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.9	0.0	58.9	59.6	0.0	61.1	70.5	13.7	14.7	78.7	4.6	5.2
LnGrp LOS	E	A	E	E	A	E	E	B	B	E	A	A
Approach Vol, veh/h		30			45			1734			1982	
Approach Delay, s/veh		59.7			60.7			14.7			14.4	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.0	90.3		12.6	7.3	110.0		12.6				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	26.4	55.2		33.4	6.4	75.2		33.4				
Max Q Clear Time (g_c+1), s	22.3	28.2		6.0	3.8	16.9		4.9				
Green Ext Time (p_c), s	0.1	13.4		0.1	0.0	17.7		0.2				

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B





HCM 6th Signalized Intersection Summary  
 1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

11/20/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1963	32	9	1608	9	83	1	7	30	2	58
Future Volume (veh/h)	17	1963	32	9	1608	9	83	1	7	30	2	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	19	2206	30	10	1807	10	93	1	4	34	2	31
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	31	3637	1104	19	3602	1095	166	27	106	166	152	127
Arrive On Green	0.02	0.78	0.78	0.01	0.78	0.78	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1619	4641	1409	1619	4641	1410	1251	297	1189	1283	1700	1420
Grp Volume(v), veh/h	19	2206	30	10	1807	10	93	0	5	34	2	31
Grp Sat Flow(s),veh/h/ln	1619	1547	1409	1619	1547	1410	1251	0	1486	1283	1700	1420
Q Serve(g_s), s	1.5	25.5	0.6	0.8	18.5	0.2	9.5	0.0	0.4	3.2	0.1	2.6
Cycle Q Clear(g_c), s	1.5	25.5	0.6	0.8	18.5	0.2	9.7	0.0	0.4	3.6	0.1	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	31	3637	1104	19	3602	1095	166	0	133	166	152	127
V/C Ratio(X)	0.61	0.61	0.03	0.53	0.50	0.01	0.56	0.00	0.04	0.20	0.01	0.24
Avail Cap(c_a), veh/h	67	3637	1104	67	3602	1095	414	0	428	420	489	408
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	5.8	3.1	63.9	5.3	3.3	58.4	0.0	54.1	55.8	54.0	55.1
Incr Delay (d2), s/veh	7.2	0.8	0.0	8.3	0.5	0.0	3.0	0.0	0.1	0.6	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.2	0.1	0.4	4.6	0.1	3.2	0.0	0.2	1.1	0.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	6.6	3.2	72.2	5.8	3.3	61.3	0.0	54.2	56.4	54.0	56.1
LnGrp LOS	E	A	A	E	A	A	E	A	D	E	D	E
Approach Vol, veh/h		2255			1827			98				67
Approach Delay, s/veh		7.1			6.2			61.0				56.2
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	107.7		16.2	7.1	106.7		16.2				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.4	72.2		37.4	5.4	72.2		37.4				
Max Q Clear Time (g_c+I1), s	2.8	27.5		5.6	3.5	20.5		11.7				
Green Ext Time (p_c), s	0.0	26.4		0.2	0.0	20.1		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				8.7								
HCM 6th LOS				A								

-----  
 Goodman Commerce Center (JN 15593)  
 E+P  
 PM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Douglas Dr. & Katella Av.

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523  
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	0	1	1

Volume Module:

Base Vol:	83	1	7	26	2	47	11	1963	32	9	1608	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1	7	26	2	47	11	1963	32	9	1608	6
Added Vol:	0	0	0	4	0	11	6	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1	7	30	2	58	17	1963	32	9	1608	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1	7	30	2	58	17	1963	32	9	1608	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1	7	30	2	58	17	1963	32	9	1608	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1	7	30	2	58	17	1963	32	9	1608	9

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	213	1488	1700	1700	1700	1700	5100	1700	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.00	0.02	0.00	0.03	0.01	0.38	0.02	0.01	0.32	0.01
Crit Moves:	****					****		****		****		

\*\*\*\*\*

Intersection

Intersection Delay, s/veh 7.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	4	8	100	2	1	6	2	24	2	6	0
Future Vol, veh/h	0	4	8	100	2	1	6	2	24	2	6	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	5	11	133	3	1	8	3	32	3	8	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.8	8	7	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	0%	97%	25%
Vol Thru, %	6%	33%	2%	75%
Vol Right, %	75%	67%	1%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	12	103	8
LT Vol	6	0	100	2
Through Vol	2	4	2	6
RT Vol	24	8	1	0
Lane Flow Rate	43	16	137	11
Geometry Grp	1	1	1	1
Degree of Util (X)	0.045	0.016	0.16	0.013
Departure Headway (Hd)	3.76	3.695	4.192	4.249
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	938	960	856	831
Service Time	1.841	1.75	2.216	2.334
HCM Lane V/C Ratio	0.046	0.017	0.16	0.013
HCM Control Delay	7	6.8	8	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.6	0

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	92	3	11	83	0	5	0	9	0	3	0
Future Vol, veh/h	0	92	3	11	83	0	5	0	9	0	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	146	5	17	132	0	8	0	14	0	5	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	132	0	0	151	0	0	318	315	149	322	317	132
Stage 1	-	-	-	-	-	-	149	149	-	166	166	-
Stage 2	-	-	-	-	-	-	169	166	-	156	151	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1466	-	-	1442	-	-	639	604	903	635	602	923
Stage 1	-	-	-	-	-	-	858	778	-	841	765	-
Stage 2	-	-	-	-	-	-	838	765	-	851	776	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1466	-	-	1442	-	-	629	597	903	619	595	923
Mov Cap-2 Maneuver	-	-	-	-	-	-	670	622	-	662	617	-
Stage 1	-	-	-	-	-	-	858	778	-	841	756	-
Stage 2	-	-	-	-	-	-	823	756	-	838	776	-

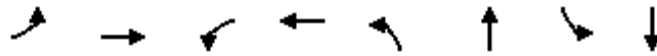
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	9.6	10.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	803	1466	-	-	1442	-	-	617
HCM Lane V/C Ratio	0.028	-	-	-	0.012	-	-	0.008
HCM Control Delay (s)	9.6	0	-	-	7.5	-	-	10.9
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Timings  
4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023

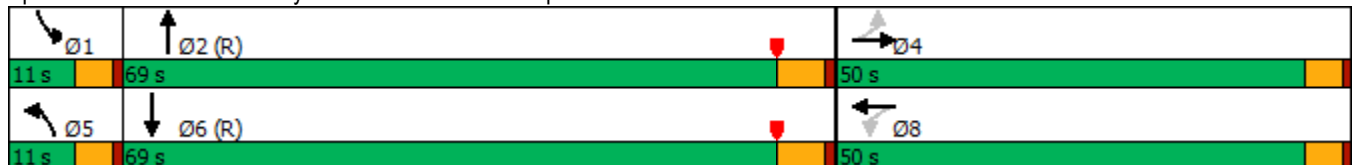


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	174	0	162	30	4	1967	52	1503
Future Volume (vph)	174	0	162	30	4	1967	52	1503
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	37.6	37.6	14.6	14.6	9.6	22.8	9.6	22.8
Total Split (s)	50.0	50.0	50.0	50.0	11.0	69.0	11.0	69.0
Total Split (%)	38.5%	38.5%	38.5%	38.5%	8.5%	53.1%	8.5%	53.1%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	45.4	45.4	45.4	45.4	5.2	65.4	6.2	72.1
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.04	0.50	0.05	0.55
v/c Ratio	1.02	0.11	0.40	0.69	0.06	0.88	0.71	0.62
Control Delay	116.2	0.9	35.5	33.8	62.0	35.2	104.3	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.2	0.9	35.5	33.8	62.0	35.2	104.3	21.5
LOS	F	A	D	C	E	D	F	C
Approach Delay		86.1		34.3		35.2		24.2
Approach LOS		F		C		D		C

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 33.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 97.9%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 4: Valley View St. & Plaza Dr./Chip Av.


























HCM 6th Signalized Intersection Summary  
 4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	0	61	162	30	355	4	1967	12	52	1503	26
Future Volume (veh/h)	174	0	61	162	30	355	4	1967	12	52	1503	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	181	0	44	169	31	311	4	2049	12	54	1566	24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	197	0	503	462	46	464	8	2351	14	67	2495	38
Arrive On Green	0.35	0.00	0.35	0.35	0.35	0.35	0.01	0.49	0.49	0.04	0.53	0.53
Sat Flow, veh/h	944	0	1439	1237	132	1328	1619	4760	28	1619	4707	72
Grp Volume(v), veh/h	181	0	44	169	0	342	4	1331	730	54	1029	561
Grp Sat Flow(s),veh/h/ln	944	0	1439	1237	0	1461	1619	1547	1694	1619	1547	1685
Q Serve(g_s), s	19.5	0.0	2.7	13.8	0.0	25.9	0.3	49.7	49.8	4.3	30.5	30.5
Cycle Q Clear(g_c), s	45.4	0.0	2.7	16.5	0.0	25.9	0.3	49.7	49.8	4.3	30.5	30.5
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	197	0	503	462	0	510	8	1528	837	67	1640	893
V/C Ratio(X)	0.92	0.00	0.09	0.37	0.00	0.67	0.48	0.87	0.87	0.80	0.63	0.63
Avail Cap(c_a), veh/h	197	0	503	462	0	510	80	1528	837	80	1640	893
HCM 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
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	0.0	28.4	33.9	0.0	35.9	64.5	29.2	29.2	61.8	21.5	21.5
Incr Delay (d2), s/veh	41.6	0.0	0.1	0.5	0.0	3.4	14.8	7.1	12.1	32.4	1.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	1.0	4.3	0.0	9.8	0.2	18.7	21.7	2.3	10.7	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.0	0.0	28.5	34.4	0.0	39.3	79.3	36.3	41.4	94.2	23.3	24.8
LnGrp LOS	F	A	C	C	A	D	E	D	D	F	C	C
Approach Vol, veh/h		225			511			2065			1644	
Approach Delay, s/veh		85.2			37.7			38.2			26.2	
Approach LOS		F			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	70.0		50.0	5.3	74.7		50.0				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	6.4	63.2		45.4	6.4	63.2		45.4				
Max Q Clear Time (g_c+1), s	6.3	51.8		47.4	2.3	32.5		27.9				
Green Ext Time (p_c), s	0.0	8.8		0.0	0.0	12.7		2.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				36.1								
HCM 6th LOS				D								

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 Goodman Commerce Center (JN 15593)  
 E+P  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Valley View St. & Plaza Dr.

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797  
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	0

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Volume Module:

Base Vol:	4	1967	12	52	1503	23	168	0	61	162	30	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1967	12	52	1503	23	168	0	61	162	30	355
Added Vol:	0	0	0	0	0	3	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1967	12	52	1503	26	174	0	61	162	30	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1967	12	52	1503	26	174	0	61	162	30	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1967	12	52	1503	26	174	0	61	162	30	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1967	12	52	1503	26	174	0	61	162	30	355

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.95	0.05	1.00	0.00	1.00	1.00	0.08	0.92
Final Sat.:	1700	5069	31	1700	5013	87	1700	0	1700	1700	132	1568

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Capacity Analysis Module:

Vol/Sat:	0.00	0.39	0.39	0.03	0.30	0.30	0.10	0.00	0.04	0.10	0.23	0.23
Crit Moves:	****			****			****			****		

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## **APPENDIX 5.2: EXISTING PLUS PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

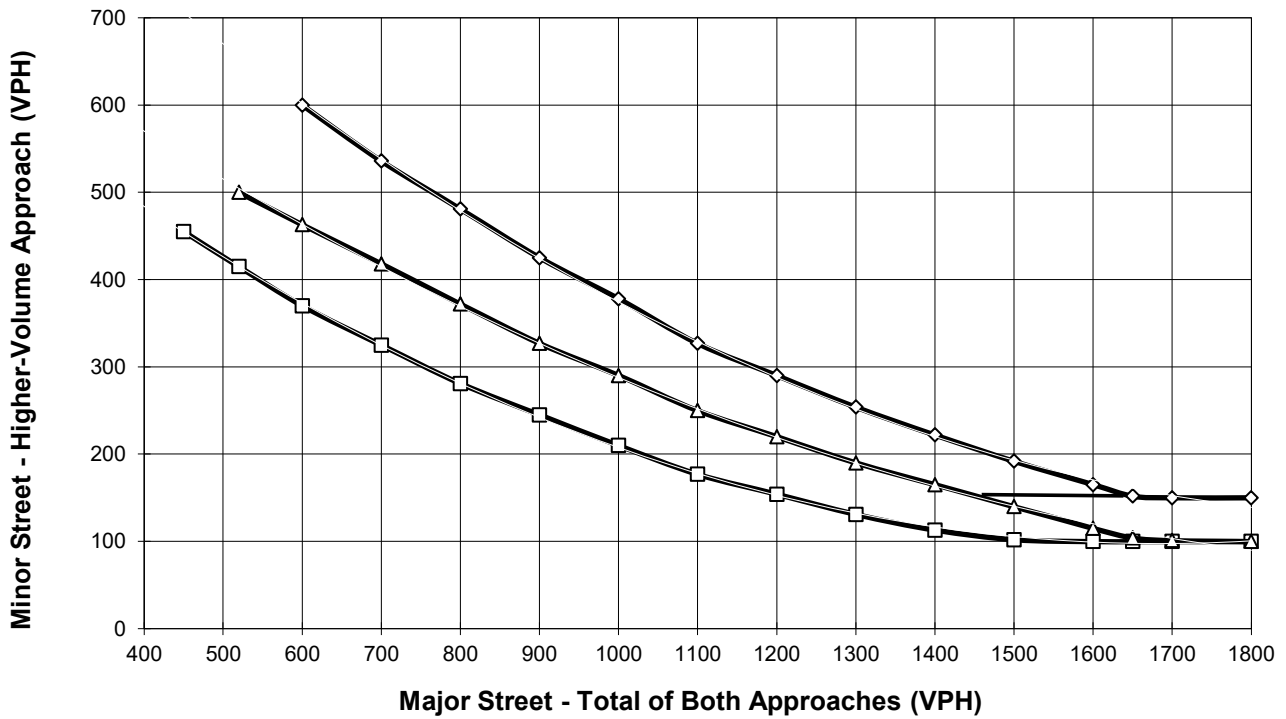
Major Street Name = **Plaza Dr.**

Total of Both Approaches (VPH) = **68**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Douglas Dr.**

High Volume Approach (VPH) = **34**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

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

### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday PM Peak Hour**

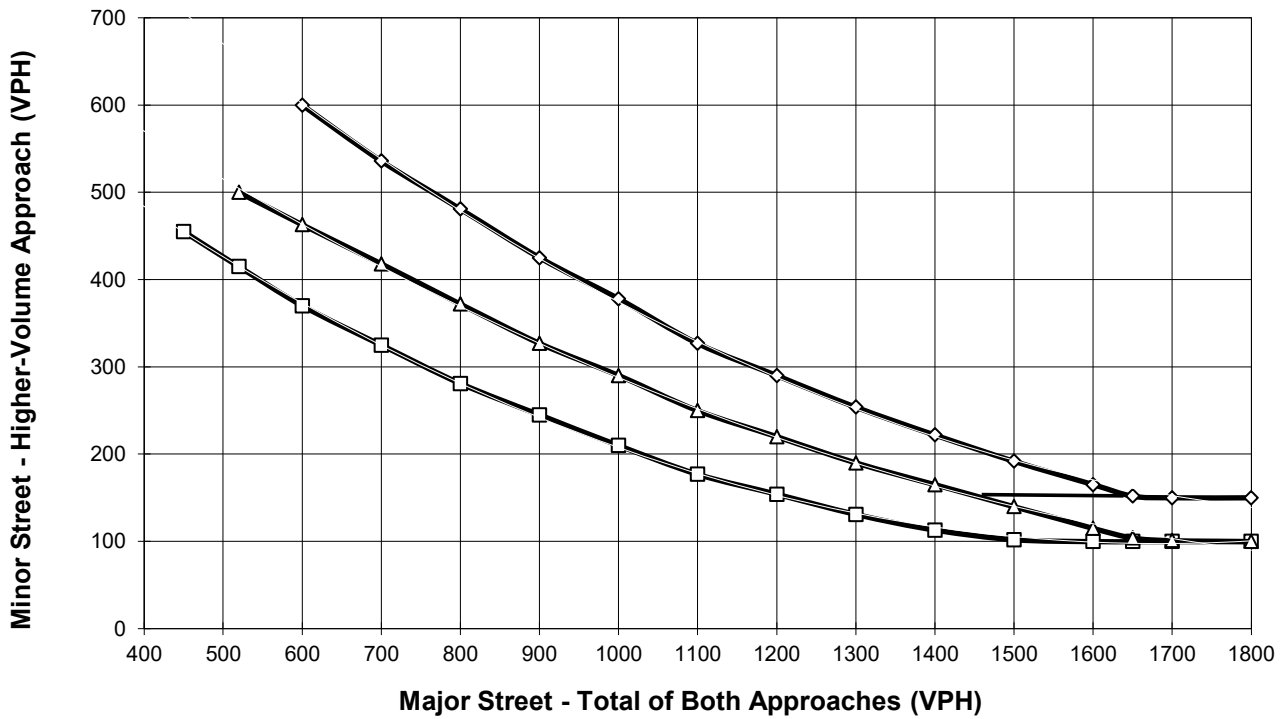
Major Street Name = **Plaza Dr.**

Total of Both Approaches (VPH) = **189**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **McDonnell Dr.**

High Volume Approach (VPH) = **14**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

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

**APPENDIX 6.1: FUTURE YEAR (2025) WITHOUT PROJECT CONDITIONS  
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Timings  
1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

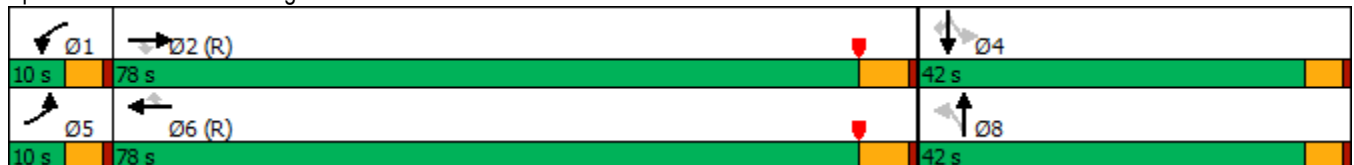
11/20/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	49	1828	74	12	1886	35	27	2	2	1	22
Future Volume (vph)	49	1828	74	12	1886	35	27	2	2	1	22
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		1	6			8		4	
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.8	22.8	9.6	22.8	22.8	40.6	40.6	40.6	40.6	40.6
Total Split (s)	10.0	78.0	78.0	10.0	78.0	78.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	7.7%	60.0%	60.0%	7.7%	60.0%	60.0%	32.3%	32.3%	32.3%	32.3%	32.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	7.3	102.9	102.9	5.7	96.3	96.3	20.4	20.4	20.4	20.4	20.4
Actuated g/C Ratio	0.06	0.79	0.79	0.04	0.74	0.74	0.16	0.16	0.16	0.16	0.16
v/c Ratio	0.56	0.52	0.07	0.18	0.57	0.03	0.14	0.03	0.01	0.00	0.08
Control Delay	82.9	11.5	4.9	65.4	13.4	1.8	42.7	24.3	36.5	36.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.9	11.5	4.9	65.4	13.4	1.8	42.7	24.3	36.5	36.0	0.6
LOS	F	B	A	E	B	A	D	C	D	D	A
Approach Delay		13.0			13.5			39.0		4.7	
Approach LOS		B			B			D		A	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.57  
 Intersection Signal Delay: 13.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 70.6%  
 ICU Level of Service C  
 Analysis Period (min) 15





























Splits and Phases: 1: Douglas Dr. & Katella Av.



HCM 6th Signalized Intersection Summary  
 1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

11/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	49	1828	74	12	1886	35	27	2	5	2	1	22
Future Volume (veh/h)	49	1828	74	12	1886	35	27	2	5	2	1	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	51	1904	69	12	1965	31	28	2	2	2	1	13
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	3798	1154	22	3679	1117	121	41	41	120	90	75
Arrive On Green	0.04	0.82	0.82	0.01	0.79	0.79	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1619	4641	1410	1619	4641	1409	1265	771	771	1284	1700	1414
Grp Volume(v), veh/h	51	1904	69	12	1965	31	28	0	4	2	1	13
Grp Sat Flow(s),veh/h/ln	1619	1547	1410	1619	1547	1409	1265	0	1542	1284	1700	1414
Q Serve(g_s), s	4.1	16.4	1.2	1.0	19.8	0.6	2.8	0.0	0.3	0.2	0.1	1.1
Cycle Q Clear(g_c), s	4.1	16.4	1.2	1.0	19.8	0.6	2.9	0.0	0.3	0.5	0.1	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	64	3798	1154	22	3679	1117	121	0	81	120	90	75
V/C Ratio(X)	0.80	0.50	0.06	0.55	0.53	0.03	0.23	0.00	0.05	0.02	0.01	0.17
Avail Cap(c_a), veh/h	67	3798	1154	67	3679	1117	419	0	444	422	489	407
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	3.6	2.3	63.7	4.8	2.9	59.7	0.0	58.5	58.7	58.4	58.9
Incr Delay (d2), s/veh	43.1	0.5	0.1	7.7	0.6	0.0	1.0	0.0	0.2	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.4	0.2	0.4	4.6	0.1	0.9	0.0	0.1	0.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.1	4.1	2.4	71.4	5.4	2.9	60.7	0.0	58.7	58.8	58.4	60.0
LnGrp LOS	F	A	A	E	A	A	E	A	E	E	E	E
Approach Vol, veh/h		2024			2008			32			16	
Approach Delay, s/veh		6.6			5.8			60.4			59.7	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	112.2		11.5	9.7	108.8		11.5				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.4	72.2		37.4	5.4	72.2		37.4				
Max Q Clear Time (g_c+1), s	3.0	18.4		3.1	6.1	21.8		4.9				
Green Ext Time (p_c), s	0.0	22.9		0.0	0.0	23.3		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									

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 Goodman Commerce Center (JN 15593)  
 Opening Year (2025) Without Project  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Douglas Dr. & Katella Av.

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477  
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 23 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	1	0	3

Volume Module:

Base Vol:	27	2	5	2	1	22	49	1828	74	12	1886	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	2	5	2	1	22	49	1828	74	12	1886	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2	5	2	1	22	49	1828	74	12	1886	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	2	5	2	1	22	49	1828	74	12	1886	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2	5	2	1	22	49	1828	74	12	1886	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	2	5	2	1	22	49	1828	74	12	1886	35

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	486	1214	1700	1700	1700	1700	5100	1700	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.01	0.03	0.36	0.04	0.01	0.37	0.02
Crit Moves:	****					****	****			****		

\*\*\*\*\*

<b>Intersection</b>	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙					↗			
Traffic Vol, veh/h	0	0	0	62	0	3	0	4	39	0	0	0
Future Vol, veh/h	0	0	0	62	0	3	0	4	39	0	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	72	0	3	0	5	45	0	0	0
Number of Lanes	0	0	0	1	0	0	0	0	1	0	0	0

Approach	WB	NB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	NB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		WB
Conflicting Lanes Right	0	1
HCM Control Delay	7.6	6.7
HCM LOS	A	A

Lane	NBLn1WBLn1	
Vol Left, %	0%	95%
Vol Thru, %	9%	0%
Vol Right, %	91%	5%
Sign Control	Stop	Stop
Traffic Vol by Lane	43	65
LT Vol	0	62
Through Vol	4	0
RT Vol	39	3
Lane Flow Rate	50	76
Geometry Grp	1	1
Degree of Util (X)	0.048	0.087
Departure Headway (Hd)	3.487	4.15
Convergence, Y/N	Yes	Yes
Cap	1022	867
Service Time	1.526	2.158
HCM Lane V/C Ratio	0.049	0.088
HCM Control Delay	6.7	7.6
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.3

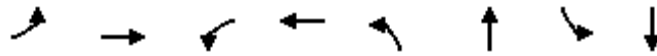
Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	46	0	14	122	10	20	3	115	1	0	0
Future Vol, veh/h	0	46	0	14	122	10	20	3	115	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	54	0	16	144	12	24	4	135	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	156	0	0	54	0	0	236	242	54	306	236	150
Stage 1	-	-	-	-	-	-	54	54	-	182	182	-
Stage 2	-	-	-	-	-	-	182	188	-	124	54	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1436	-	-	1564	-	-	723	663	1019	650	668	902
Stage 1	-	-	-	-	-	-	963	854	-	824	753	-
Stage 2	-	-	-	-	-	-	824	748	-	885	854	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1436	-	-	1564	-	-	717	656	1019	557	661	902
Mov Cap-2 Maneuver	-	-	-	-	-	-	719	653	-	610	655	-
Stage 1	-	-	-	-	-	-	963	854	-	824	745	-
Stage 2	-	-	-	-	-	-	816	741	-	764	854	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			9.6			10.9		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	950	1436	-	-	1564	-	-	610
HCM Lane V/C Ratio	0.171	-	-	-	0.011	-	-	0.002
HCM Control Delay (s)	9.6	0	-	-	7.3	-	-	10.9
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

Timings  
4: Valley View St. & Plaza Dr./Chip Av.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	21	9	12	0	62	1587	264	1620
Future Volume (vph)	21	9	12	0	62	1587	264	1620
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	37.6	37.6	14.6	14.6	9.6	22.8	9.6	22.8
Total Split (s)	38.0	38.0	38.0	38.0	11.0	61.0	31.0	81.0
Total Split (%)	29.2%	29.2%	29.2%	29.2%	8.5%	46.9%	23.8%	62.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	19.2	19.2	19.2	19.2	7.9	74.5	24.3	90.8
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.06	0.57	0.19	0.70
v/c Ratio	0.11	0.15	0.07	0.08	0.65	0.69	0.89	0.58
Control Delay	43.5	19.2	41.4	0.3	88.6	24.9	81.2	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	19.2	41.4	0.3	88.6	24.9	81.2	13.1
LOS	D	B	D	A	F	C	F	B
Approach Delay		28.1		9.8		27.0		21.7
Approach LOS		C		A		C		C

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 24.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 78.0%  
 ICU Level of Service D  
 Analysis Period (min) 15























Splits and Phases: 4: Valley View St. & Plaza Dr./Chip Av.



HCM 6th Signalized Intersection Summary  
4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	9	27	12	0	40	62	1587	188	264	1620	214
Future Volume (veh/h)	21	9	27	12	0	40	62	1587	188	264	1620	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	21	9	22	12	0	34	63	1603	188	267	1636	213
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	122	33	80	124	0	108	78	2649	310	289	3163	411
Arrive On Green	0.08	0.08	0.08	0.08	0.00	0.08	0.05	0.63	0.63	0.18	0.76	0.76
Sat Flow, veh/h	1249	434	1060	1240	0	1441	1619	4200	491	1619	4157	540
Grp Volume(v), veh/h	21	0	31	12	0	34	63	1180	611	267	1217	632
Grp Sat Flow(s),veh/h/ln	1249	0	1494	1240	0	1441	1619	1547	1598	1619	1547	1602
Q Serve(g_s), s	2.1	0.0	2.5	1.2	0.0	2.9	5.0	29.6	29.7	21.1	20.1	20.3
Cycle Q Clear(g_c), s	5.0	0.0	2.5	3.7	0.0	2.9	5.0	29.6	29.7	21.1	20.1	20.3
Prop In Lane	1.00		0.71	1.00		1.00	1.00		0.31	1.00		0.34
Lane Grp Cap(c), veh/h	122	0	113	124	0	108	78	1951	1008	289	2354	1219
V/C Ratio(X)	0.17	0.00	0.28	0.10	0.00	0.31	0.80	0.60	0.61	0.92	0.52	0.52
Avail Cap(c_a), veh/h	348	0	384	350	0	370	80	1951	1008	329	2354	1219
HCM 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
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.3	0.0	56.8	58.5	0.0	56.9	61.2	14.3	14.4	52.5	6.1	6.1
Incr Delay (d2), s/veh	0.7	0.0	1.3	0.3	0.0	1.6	40.0	1.4	2.7	27.4	0.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.0	0.4	0.0	1.1	2.9	9.7	10.4	10.5	5.3	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	0.0	58.1	58.9	0.0	58.6	101.2	15.7	17.1	79.9	6.9	7.7
LnGrp LOS	E	A	E	E	A	E	F	B	B	E	A	A
Approach Vol, veh/h		52			46			1854			2116	
Approach Delay, s/veh		58.8			58.6			19.1			16.4	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.8	87.8		14.4	10.9	104.7		14.4				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	26.4	55.2		33.4	6.4	75.2		33.4				
Max Q Clear Time (g_c+I1), s	23.1	31.7		7.0	7.0	22.3		5.7				
Green Ext Time (p_c), s	0.1	13.1		0.2	0.0	19.7		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				18.6								
HCM 6th LOS				B								

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 Goodman Commerce Center (JN 15593)  
 Opening Year (2025) Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Valley View St. & Plaza Dr.

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.582  
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	0

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Volume Module:

Base Vol:	62	1587	188	264	1620	214	21	9	27	12	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1587	188	264	1620	214	21	9	27	12	0	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1587	188	264	1620	214	21	9	27	12	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1587	188	264	1620	214	21	9	27	12	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1587	188	264	1620	214	21	9	27	12	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1587	188	264	1620	214	21	9	27	12	0	40

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.68	0.32	1.00	2.65	0.35	1.00	0.25	0.75	1.00	0.00	1.00
Final Sat.:	1700	4560	540	1700	4505	595	1700	425	1275	1700	0	1700

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Capacity Analysis Module:

Vol/Sat:	0.04	0.35	0.35	0.16	0.36	0.36	0.01	0.02	0.02	0.01	0.00	0.02
Crit Moves:	****			****			****			****		

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Timings  
1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

11/20/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	18	2104	33	9	1755	6	86	1	27	2	69	
Future Volume (vph)	18	2104	33	9	1755	6	86	1	27	2	69	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2		1	6			8		4		
Permitted Phases			2			6	8		4		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	9.6	22.8	22.8	9.6	22.8	22.8	40.6	40.6	40.6	40.6	40.6	
Total Split (s)	10.0	78.0	78.0	10.0	78.0	78.0	42.0	42.0	42.0	42.0	42.0	
Total Split (%)	7.7%	60.0%	60.0%	7.7%	60.0%	60.0%	32.3%	32.3%	32.3%	32.3%	32.3%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	4.6	4.6	4.6	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	5.9	95.4	95.4	5.6	91.0	91.0	21.9	21.9	21.9	21.9	21.9	
Actuated g/C Ratio	0.05	0.73	0.73	0.04	0.70	0.70	0.17	0.17	0.17	0.17	0.17	
v/c Ratio	0.27	0.69	0.04	0.14	0.61	0.01	0.45	0.04	0.14	0.01	0.26	
Control Delay	68.9	14.1	1.9	64.1	14.4	0.0	52.0	19.6	41.8	36.0	9.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	68.9	14.1	1.9	64.1	14.4	0.0	52.0	19.6	41.8	36.0	9.6	
LOS	E	B	A	E	B	A	D	B	D	D	A	
Approach Delay		14.4			14.6			49.2		18.9		
Approach LOS		B			B			D		B		

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 15.4  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: Douglas Dr. & Katella Av.



HCM 6th Signalized Intersection Summary  
 1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

11/20/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	2104	33	9	1755	6	86	1	7	27	2	69
Future Volume (veh/h)	18	2104	33	9	1755	6	86	1	7	27	2	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	20	2364	31	10	1972	7	97	1	4	30	2	44
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	32	3617	1098	19	3579	1087	170	28	111	172	159	133
Arrive On Green	0.02	0.78	0.78	0.01	0.77	0.77	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1619	4641	1409	1619	4641	1410	1236	297	1189	1283	1700	1420
Grp Volume(v), veh/h	20	2364	31	10	1972	7	97	0	5	30	2	44
Grp Sat Flow(s),veh/h/ln	1619	1547	1409	1619	1547	1410	1236	0	1486	1283	1700	1420
Q Serve(g_s), s	1.6	29.8	0.6	0.8	22.0	0.1	10.0	0.0	0.4	2.8	0.1	3.8
Cycle Q Clear(g_c), s	1.6	29.8	0.6	0.8	22.0	0.1	10.2	0.0	0.4	3.2	0.1	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	32	3617	1098	19	3579	1087	170	0	139	172	159	133
V/C Ratio(X)	0.62	0.65	0.03	0.53	0.55	0.01	0.57	0.00	0.04	0.17	0.01	0.33
Avail Cap(c_a), veh/h	67	3617	1098	67	3579	1087	410	0	428	420	489	409
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.2	6.5	3.2	63.9	5.9	3.4	58.1	0.0	53.6	55.0	53.5	55.1
Incr Delay (d2), s/veh	7.2	0.9	0.0	8.3	0.6	0.0	3.0	0.0	0.1	0.5	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.4	0.2	0.4	5.6	0.0	3.3	0.0	0.2	1.0	0.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	7.4	3.3	72.2	6.5	3.4	61.1	0.0	53.7	55.5	53.5	56.5
LnGrp LOS	E	A	A	E	A	A	E	A	D	E	D	E
Approach Vol, veh/h		2415			1989			102			76	
Approach Delay, s/veh		7.9			6.9			60.7			56.1	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	107.1		16.8	7.2	106.0		16.8				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.4	72.2		37.4	5.4	72.2		37.4				
Max Q Clear Time (g_c+1), s	2.8	31.8		5.8	3.6	24.0		12.2				
Green Ext Time (p_c), s	0.0	27.3		0.2	0.0	22.8		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									

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 Goodman Commerce Center (JN 15593)  
 Opening Year (2025) Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Douglas Dr. & Katella Av.

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.559  
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 26 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	1	0	3

Volume Module:

Base Vol:	86	1	7	27	2	69	18	2104	33	9	1755	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1	7	27	2	69	18	2104	33	9	1755	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1	7	27	2	69	18	2104	33	9	1755	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1	7	27	2	69	18	2104	33	9	1755	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1	7	27	2	69	18	2104	33	9	1755	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	1	7	27	2	69	18	2104	33	9	1755	6

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	213	1488	1700	1700	1700	1700	5100	1700	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.00	0.02	0.00	0.04	0.01	0.41	0.02	0.01	0.34	0.00
Crit Moves:	****					****		****		****		

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Intersection												
Intersection Delay, s/veh	7.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↘					↗			
Traffic Vol, veh/h	0	0	0	121	0	1	0	1	29	3	4	0
Future Vol, veh/h	0	0	0	121	0	1	0	1	29	3	4	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	161	0	1	0	1	39	4	5	0
Number of Lanes	0	0	0	1	0	0	0	0	1	0	0	0

Approach	WB						NB					
Opposing Approach												
Opposing Lanes	0						0					
Conflicting Approach Left	NB											
Conflicting Lanes Left	1						0					
Conflicting Approach Right							WB					
Conflicting Lanes Right	0						1					
HCM Control Delay	8.1						6.8					
HCM LOS	A						A					

Lane	NBLn1WBLn1	
Vol Left, %	0%	99%
Vol Thru, %	3%	0%
Vol Right, %	97%	1%
Sign Control	Stop	Stop
Traffic Vol by Lane	30	122
LT Vol	0	121
Through Vol	1	0
RT Vol	29	1
Lane Flow Rate	40	163
Geometry Grp	1	1
Degree of Util (X)	0.04	0.188
Departure Headway (Hd)	3.604	4.164
Convergence, Y/N	Yes	Yes
Cap	977	865
Service Time	1.688	2.172
HCM Lane V/C Ratio	0.041	0.188
HCM Control Delay	6.8	8.1
HCM Lane LOS	A	A
HCM 95th-tile Q	0.1	0.7

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	103	2	43	102	2	5	0	16	7	4	0
Future Vol, veh/h	0	103	2	43	102	2	5	0	16	7	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	163	3	68	162	3	8	0	25	11	6	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	165	0	0	166	0	0	468	466	165	477	466	164
Stage 1	-	-	-	-	-	-	165	165	-	300	300	-
Stage 2	-	-	-	-	-	-	303	301	-	177	166	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1426	-	-	1424	-	-	509	497	885	502	497	886
Stage 1	-	-	-	-	-	-	842	766	-	713	669	-
Stage 2	-	-	-	-	-	-	711	669	-	829	765	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1426	-	-	1424	-	-	486	473	885	470	473	886
Mov Cap-2 Maneuver	-	-	-	-	-	-	554	528	-	545	518	-
Stage 1	-	-	-	-	-	-	842	766	-	713	637	-
Stage 2	-	-	-	-	-	-	670	637	-	805	765	-

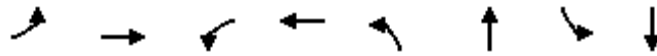
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.2	9.9	12
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	775	1426	-	-	1424	-	-	535
HCM Lane V/C Ratio	0.043	-	-	-	0.048	-	-	0.033
HCM Control Delay (s)	9.9	0	-	-	7.7	-	-	12
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	-	0.1

Timings  
4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023

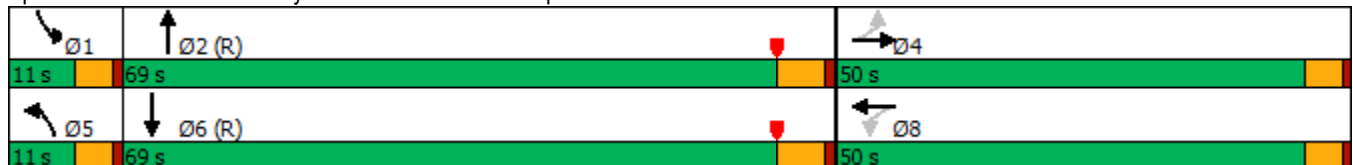


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	226	0	169	31	16	2061	54	1582
Future Volume (vph)	226	0	169	31	16	2061	54	1582
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	37.6	37.6	14.6	14.6	9.6	22.8	9.6	22.8
Total Split (s)	50.0	50.0	50.0	50.0	11.0	69.0	11.0	69.0
Total Split (%)	38.5%	38.5%	38.5%	38.5%	8.5%	53.1%	8.5%	53.1%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	45.4	45.4	45.4	45.4	5.7	65.4	6.2	69.8
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.04	0.50	0.05	0.54
v/c Ratio	1.42	0.19	0.44	0.72	0.24	0.93	0.73	0.68
Control Delay	252.2	5.7	36.8	35.5	68.0	38.7	106.6	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	252.2	5.7	36.8	35.5	68.0	38.7	106.6	24.4
LOS	F	A	D	D	E	D	F	C
Approach Delay		175.5		35.9		39.0		27.1
Approach LOS		F		D		D		C

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.42  
 Intersection Signal Delay: 43.9  
 Intersection LOS: D  
 Intersection Capacity Utilization 104.0%  
 ICU Level of Service G  
 Analysis Period (min) 15























Splits and Phases: 4: Valley View St. & Plaza Dr./Chip Av.



HCM 6th Signalized Intersection Summary  
 4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	0	102	169	31	369	16	2061	12	54	1582	37
Future Volume (veh/h)	226	0	102	169	31	369	16	2061	12	54	1582	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	235	0	86	176	32	325	17	2147	12	56	1648	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	0	503	422	46	464	29	2344	13	70	2418	53
Arrive On Green	0.35	0.00	0.35	0.35	0.35	0.35	0.02	0.49	0.49	0.04	0.52	0.52
Sat Flow, veh/h	931	0	1439	1191	131	1330	1619	4762	27	1619	4670	102
Grp Volume(v), veh/h	235	0	86	176	0	357	17	1395	764	56	1092	592
Grp Sat Flow(s),veh/h/ln	931	0	1439	1191	0	1461	1619	1547	1695	1619	1547	1678
Q Serve(g_s), s	18.0	0.0	5.4	15.6	0.0	27.4	1.4	54.2	54.2	4.5	34.2	34.2
Cycle Q Clear(g_c), s	45.4	0.0	5.4	21.0	0.0	27.4	1.4	54.2	54.2	4.5	34.2	34.2
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.02	1.00		0.06
Lane Grp Cap(c), veh/h	185	0	503	422	0	510	29	1523	834	70	1602	869
V/C Ratio(X)	1.27	0.00	0.17	0.42	0.00	0.70	0.60	0.92	0.92	0.80	0.68	0.68
Avail Cap(c_a), veh/h	185	0	503	422	0	510	80	1523	834	80	1602	869
HCM 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
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	0.0	29.3	36.5	0.0	36.4	63.4	30.5	30.5	61.7	23.4	23.4
Incr Delay (d2), s/veh	158.3	0.0	0.2	0.7	0.0	4.2	7.1	10.1	16.4	34.3	2.4	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	0.0	1.9	4.7	0.0	10.4	0.6	20.9	24.4	2.5	12.2	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	217.0	0.0	29.4	37.2	0.0	40.7	70.5	40.6	47.0	95.9	25.7	27.7
LnGrp LOS	F	A	C	D	A	D	E	D	D	F	C	C
Approach Vol, veh/h		321			533			2176			1740	
Approach Delay, s/veh		166.8			39.5			43.1			28.6	
Approach LOS		F			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	69.8		50.0	6.9	73.1		50.0				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	6.4	63.2		45.4	6.4	63.2		45.4				
Max Q Clear Time (g_c+1), s	6.5	56.2		47.4	3.4	36.2		29.4				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.0	12.9		2.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				45.7								
HCM 6th LOS				D								





**APPENDIX 6.2: FUTURE YEAR (2025) WITH PROJECT CONDITIONS  
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Timings  
1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

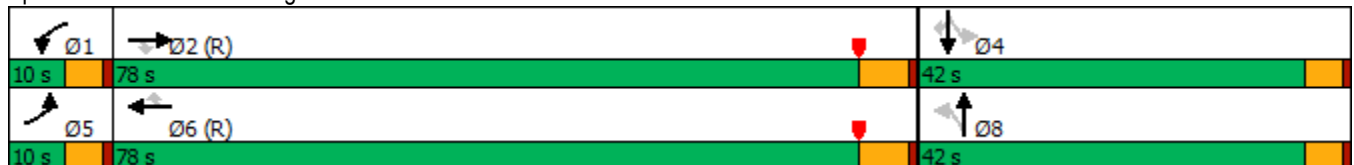
11/20/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	59	1828	74	12	1886	38	27	2	5	1	27	
Future Volume (vph)	59	1828	74	12	1886	38	27	2	5	1	27	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	Perm	
Protected Phases	5	2		1	6			8		4		
Permitted Phases			2			6	8		4		4	
Detector Phase	5	2	2	1	6	6	8	8	4	4	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	9.6	22.8	22.8	9.6	22.8	22.8	40.6	40.6	40.6	40.6	40.6	
Total Split (s)	10.0	78.0	78.0	10.0	78.0	78.0	42.0	42.0	42.0	42.0	42.0	
Total Split (%)	7.7%	60.0%	60.0%	7.7%	60.0%	60.0%	32.3%	32.3%	32.3%	32.3%	32.3%	
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	4.6	4.6	4.6	4.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	8.4	102.9	102.9	5.7	92.1	92.1	20.4	20.4	20.4	20.4	20.4	
Actuated g/C Ratio	0.06	0.79	0.79	0.04	0.71	0.71	0.16	0.16	0.16	0.16	0.16	
v/c Ratio	0.59	0.52	0.07	0.18	0.60	0.04	0.14	0.03	0.03	0.00	0.10	
Control Delay	82.2	11.5	4.9	65.4	14.1	2.4	42.7	24.3	37.6	36.0	1.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	82.2	11.5	4.9	65.4	14.1	2.4	42.7	24.3	37.6	36.0	1.2	
LOS	F	B	A	E	B	A	D	C	D	D	A	
Approach Delay		13.3			14.2			39.0		7.6		
Approach LOS		B			B			D		A		

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 13.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 70.6%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: Douglas Dr. & Katella Av.



HCM 6th Signalized Intersection Summary  
 1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

11/20/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1828	74	12	1886	38	27	2	5	5	1	27
Future Volume (veh/h)	59	1828	74	12	1886	38	27	2	5	5	1	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	61	1904	69	12	1965	35	28	2	2	5	1	18
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	67	3798	1154	22	3668	1114	121	41	41	120	90	75
Arrive On Green	0.04	0.82	0.82	0.01	0.79	0.79	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1619	4641	1410	1619	4641	1409	1260	771	771	1284	1700	1414
Grp Volume(v), veh/h	61	1904	69	12	1965	35	28	0	4	5	1	18
Grp Sat Flow(s),veh/h/ln	1619	1547	1410	1619	1547	1409	1260	0	1542	1284	1700	1414
Q Serve(g_s), s	4.9	16.4	1.2	1.0	20.0	0.7	2.8	0.0	0.3	0.5	0.1	1.6
Cycle Q Clear(g_c), s	4.9	16.4	1.2	1.0	20.0	0.7	2.9	0.0	0.3	0.8	0.1	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	67	3798	1154	22	3668	1114	121	0	81	120	90	75
V/C Ratio(X)	0.91	0.50	0.06	0.55	0.54	0.03	0.23	0.00	0.05	0.04	0.01	0.24
Avail Cap(c_a), veh/h	67	3798	1154	67	3668	1114	417	0	444	422	489	407
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	3.6	2.3	63.7	5.0	2.9	59.7	0.0	58.5	58.9	58.4	59.1
Incr Delay (d2), s/veh	76.5	0.5	0.1	7.7	0.6	0.1	1.0	0.0	0.2	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.4	0.2	0.4	4.7	0.2	0.9	0.0	0.1	0.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	138.6	4.1	2.4	71.4	5.5	3.0	60.7	0.0	58.7	59.0	58.4	60.7
LnGrp LOS	F	A	A	E	A	A	E	A	E	E	E	E
Approach Vol, veh/h		2034			2012			32			24	
Approach Delay, s/veh		8.1			5.9			60.4			60.3	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	112.2		11.5	10.0	108.5		11.5				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	5.4	72.2		37.4	5.4	72.2		37.4				
Max Q Clear Time (g_c+I1), s	3.0	18.4		3.6	6.9	22.0		4.9				
Green Ext Time (p_c), s	0.0	22.9		0.0	0.0	23.3		0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				7.7								
HCM 6th LOS				A								

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 Goodman Commerce Center (JN 15593)  
 Opening Year (2025) With Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 Douglas Dr. & Katella Av.

\*\*\*\*\*

Cycle (sec):           100                           Critical Vol./Cap.(X):           0.486  
 Loss Time (sec):       5                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         23                          Level Of Service:               A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	1	0	3

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Volume Module:

Base Vol:	27	2	5	2	1	22	49	1828	74	12	1886	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	2	5	2	1	22	49	1828	74	12	1886	35
Added Vol:	0	0	0	3	0	5	10	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2	5	5	1	27	59	1828	74	12	1886	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	2	5	5	1	27	59	1828	74	12	1886	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2	5	5	1	27	59	1828	74	12	1886	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	2	5	5	1	27	59	1828	74	12	1886	38

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	486	1214	1700	1700	1700	1700	5100	1700	1700	5100	1700

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Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.02	0.03	0.36	0.04	0.01	0.37	0.02
Crit Moves:	****					****	****			****		

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 Goodman Commerce Center (JN 15593)  
 Opening Year (2025) With Project WITH IMPROVEMENTS  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Douglas Dr. & Katella Av.

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Cycle (sec):           100                           Critical Vol./Cap.(X):           0.494  
 Loss Time (sec):       5                           Average Delay (sec/veh):       xxxxxxx  
 Optimal Cycle:         23                         Level Of Service:               A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	1	0	2

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Volume Module:

Base Vol:	27	2	5	2	1	22	49	1828	74	12	1886	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	2	5	2	1	22	49	1828	74	12	1886	35
Added Vol:	0	0	0	3	0	5	10	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2	5	5	1	27	59	1828	74	12	1886	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	2	5	5	1	27	59	1828	74	12	1886	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2	5	5	1	27	59	1828	74	12	1886	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	2	5	5	1	27	59	1828	74	12	1886	38

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.94	0.06
Final Sat.:	1700	486	1214	1700	1700	1700	1700	5100	1700	1700	4999	101

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Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.02	0.03	0.36	0.04	0.01	0.38	0.38
Crit Moves:	****					****	****			****		

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**Intersection**

Intersection Delay, s/veh 7.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	7	62	4	5	6	11	39	0	0	0
Future Vol, veh/h	0	2	7	62	4	5	6	11	39	0	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	8	72	5	6	7	13	45	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7.6	7	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	0%	87%	0%
Vol Thru, %	20%	22%	6%	100%
Vol Right, %	70%	78%	7%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	9	71	0
LT Vol	6	0	62	0
Through Vol	11	2	4	0
RT Vol	39	7	5	0
Lane Flow Rate	65	10	83	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.01	0.095	0
Departure Headway (Hd)	3.663	3.609	4.155	4.111
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	972	988	864	0
Service Time	1.707	1.644	2.171	2.163
HCM Lane V/C Ratio	0.067	0.01	0.096	0
HCM Control Delay	7	6.7	7.6	7.2
HCM Lane LOS	A	A	A	N
HCM 95th-tile Q	0.2	0	0.3	0

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	0	48	0	14	127	6	21	3	115	1	0	0
Future Vol, veh/h	0	48	0	14	127	6	21	3	115	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	56	0	16	149	7	25	4	135	1	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	156	0	0	56	0	0	241	244	56	311	241	153
Stage 1	-	-	-	-	-	-	56	56	-	185	185	-
Stage 2	-	-	-	-	-	-	185	188	-	126	56	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1436	-	-	1562	-	-	717	661	1016	645	664	898
Stage 1	-	-	-	-	-	-	961	852	-	821	751	-
Stage 2	-	-	-	-	-	-	821	748	-	883	852	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1436	-	-	1562	-	-	711	654	1016	553	657	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	715	652	-	607	653	-
Stage 1	-	-	-	-	-	-	961	852	-	821	743	-
Stage 2	-	-	-	-	-	-	813	741	-	762	852	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0.7		9.6		10.9	
HCM LOS					A		B	

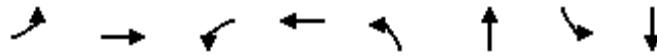
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	945	1436	-	-	1562	-	-	607
HCM Lane V/C Ratio	0.173	-	-	-	0.011	-	-	0.002
HCM Control Delay (s)	9.6	0	-	-	7.3	-	-	10.9
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0



Timings  
4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	23	9	12	0	62	1587	264	1620
Future Volume (vph)	23	9	12	0	62	1587	264	1620
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	37.6	37.6	14.6	14.6	9.6	22.8	9.6	22.8
Total Split (s)	38.0	38.0	38.0	38.0	11.0	61.0	31.0	81.0
Total Split (%)	29.2%	29.2%	29.2%	29.2%	8.5%	46.9%	23.8%	62.3%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	19.2	19.2	19.2	19.2	7.9	74.5	24.3	90.8
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.06	0.57	0.19	0.70
v/c Ratio	0.13	0.15	0.07	0.08	0.65	0.69	0.89	0.58
Control Delay	44.0	19.2	41.4	0.3	88.6	24.9	81.2	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	19.2	41.4	0.3	88.6	24.9	81.2	13.2
LOS	D	B	D	A	F	C	F	B
Approach Delay		28.8		9.8		27.0		21.7
Approach LOS		C		A		C		C

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 24.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 78.0%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 4: Valley View St. & Plaza Dr./Chip Av.



HCM 6th Signalized Intersection Summary  
4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑↑↑		↗	↑↑↑	
Traffic Volume (veh/h)	23	9	27	12	0	40	62	1587	188	264	1620	219
Future Volume (veh/h)	23	9	27	12	0	40	62	1587	188	264	1620	219
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	23	9	22	12	0	34	63	1603	188	267	1636	218
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	123	33	81	125	0	110	78	2646	310	289	3150	418
Arrive On Green	0.08	0.08	0.08	0.08	0.00	0.08	0.05	0.63	0.63	0.18	0.76	0.76
Sat Flow, veh/h	1249	434	1060	1240	0	1441	1619	4200	491	1619	4144	550
Grp Volume(v), veh/h	23	0	31	12	0	34	63	1180	611	267	1220	634
Grp Sat Flow(s),veh/h/ln	1249	0	1494	1240	0	1441	1619	1547	1598	1619	1547	1600
Q Serve(g_s), s	2.3	0.0	2.5	1.2	0.0	2.9	5.0	29.7	29.8	21.1	20.3	20.4
Cycle Q Clear(g_c), s	5.2	0.0	2.5	3.7	0.0	2.9	5.0	29.7	29.8	21.1	20.3	20.4
Prop In Lane	1.00		0.71	1.00		1.00	1.00		0.31	1.00		0.34
Lane Grp Cap(c), veh/h	123	0	114	125	0	110	78	1949	1006	289	2352	1216
V/C Ratio(X)	0.19	0.00	0.27	0.10	0.00	0.31	0.80	0.61	0.61	0.92	0.52	0.52
Avail Cap(c_a), veh/h	348	0	384	350	0	370	80	1949	1006	329	2352	1216
HCM 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
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.3	0.0	56.7	58.4	0.0	56.8	61.2	14.4	14.4	52.5	6.2	6.2
Incr Delay (d2), s/veh	0.7	0.0	1.3	0.3	0.0	1.6	40.0	1.4	2.7	27.4	0.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.0	0.4	0.0	1.1	2.9	9.8	10.5	10.5	5.4	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	0.0	57.9	58.8	0.0	58.4	101.2	15.8	17.1	79.9	7.0	7.8
LnGrp LOS	E	A	E	E	A	E	F	B	B	E	A	A
Approach Vol, veh/h		54			46			1854			2121	
Approach Delay, s/veh		58.8			58.5			19.1			16.4	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.8	87.7		14.5	10.9	104.6		14.5				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	26.4	55.2		33.4	6.4	75.2		33.4				
Max Q Clear Time (g_c+1), s	23.1	31.8		7.2	7.0	22.4		5.7				
Green Ext Time (p_c), s	0.1	13.1		0.2	0.0	19.8		0.2				

Intersection Summary

HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

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 Goodman Commerce Center (JN 15593)  
 Opening Year (2025) With Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #4 Valley View St. & Plaza Dr.

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.582  
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 28 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	0

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Volume Module:

Base Vol:	62	1587	188	264	1620	214	21	9	27	12	0	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1587	188	264	1620	214	21	9	27	12	0	40
Added Vol:	0	0	0	0	0	5	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1587	188	264	1620	219	23	9	27	12	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1587	188	264	1620	219	23	9	27	12	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1587	188	264	1620	219	23	9	27	12	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1587	188	264	1620	219	23	9	27	12	0	40

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.68	0.32	1.00	2.64	0.36	1.00	0.25	0.75	1.00	0.00	1.00
Final Sat.:	1700	4560	540	1700	4493	607	1700	425	1275	1700	0	1700

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Capacity Analysis Module:

Vol/Sat:	0.04	0.35	0.35	0.16	0.36	0.36	0.01	0.02	0.02	0.01	0.00	0.02
Crit Moves:	****			****			****			****		

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 Goodman Commerce Center (JN 15593)  
 Opening Year (2025) With Project  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Douglas Dr. & Katella Av.

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.565  
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	1	0	3

Volume Module:

Base Vol:	86	1	7	27	2	69	18	2104	33	9	1755	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1	7	27	2	69	18	2104	33	9	1755	6
Added Vol:	0	0	0	4	0	11	6	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1	7	31	2	80	24	2104	33	9	1755	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1	7	31	2	80	24	2104	33	9	1755	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1	7	31	2	80	24	2104	33	9	1755	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	1	7	31	2	80	24	2104	33	9	1755	9

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	213	1488	1700	1700	1700	1700	5100	1700	1700	5100	1700

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.00	0.02	0.00	0.05	0.01	0.41	0.02	0.01	0.34	0.01
Crit Moves:	****					****		****		****		

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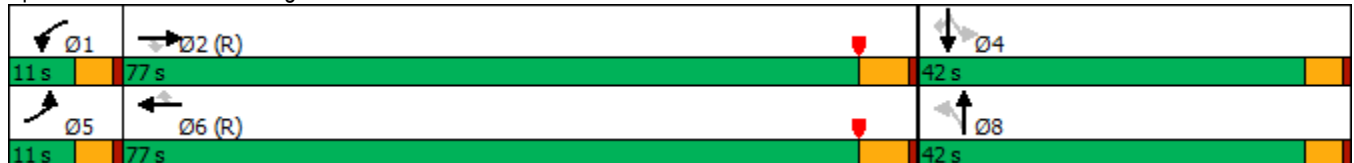
Timings  
1: Douglas Dr. & Katella Av.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	24	2104	33	9	1755	9	86	1	31	2	80
Future Volume (vph)	24	2104	33	9	1755	9	86	1	31	2	80
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases	5	2		1	6			8		4	
Permitted Phases			2			6	8		4		4
Detector Phase	5	2	2	1	6	6	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.6	22.8	22.8	9.6	22.8	22.8	40.6	40.6	40.6	40.6	40.6
Total Split (s)	11.0	77.0	77.0	11.0	77.0	77.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	8.5%	59.2%	59.2%	8.5%	59.2%	59.2%	32.3%	32.3%	32.3%	32.3%	32.3%
Yellow Time (s)	3.6	4.8	4.8	3.6	4.8	4.8	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	5.8	4.6	5.8	5.8	4.6	4.6	4.6	4.6	4.6
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	6.5	95.4	95.4	5.6	90.5	90.5	21.9	21.9	21.9	21.9	21.9
Actuated g/C Ratio	0.05	0.73	0.73	0.04	0.70	0.70	0.17	0.17	0.17	0.17	0.17
v/c Ratio	0.34	0.69	0.04	0.14	0.61	0.01	0.45	0.04	0.16	0.01	0.29
Control Delay	70.4	14.1	2.0	64.0	14.9	0.0	52.0	19.6	42.5	36.0	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.4	14.1	2.0	64.0	14.9	0.0	52.0	19.6	42.5	36.0	9.3
LOS	E	B	A	E	B	A	D	B	D	D	A
Approach Delay		14.6			15.0			49.2		18.9	
Approach LOS		B			B			D		B	

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 15.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15






























Splits and Phases: 1: Douglas Dr. & Katella Av.



HCM 6th Signalized Intersection Summary  
 1: Douglas Dr. & Katella Av.

Goodman Commerce Center (JN 15593)

11/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	24	2104	33	9	1755	9	86	1	7	31	2	80
Future Volume (veh/h)	24	2104	33	9	1755	9	86	1	7	31	2	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	27	2364	31	10	1972	10	97	1	4	35	2	56
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	39	3613	1097	19	3556	1080	170	28	112	173	161	134
Arrive On Green	0.02	0.78	0.78	0.01	0.77	0.77	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1619	4641	1409	1619	4641	1410	1223	297	1189	1283	1700	1420
Grp Volume(v), veh/h	27	2364	31	10	1972	10	97	0	5	35	2	56
Grp Sat Flow(s),veh/h/ln	1619	1547	1409	1619	1547	1410	1223	0	1486	1283	1700	1420
Q Serve(g_s), s	2.2	29.9	0.6	0.8	22.5	0.2	10.2	0.0	0.4	3.3	0.1	4.8
Cycle Q Clear(g_c), s	2.2	29.9	0.6	0.8	22.5	0.2	10.3	0.0	0.4	3.7	0.1	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	39	3613	1097	19	3556	1080	170	0	141	173	161	134
V/C Ratio(X)	0.70	0.65	0.03	0.53	0.55	0.01	0.57	0.00	0.04	0.20	0.01	0.42
Avail Cap(c_a), veh/h	80	3613	1097	80	3556	1080	406	0	428	420	489	409
HCM 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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.0	6.5	3.3	63.9	6.2	3.6	58.0	0.0	53.5	55.2	53.4	55.5
Incr Delay (d2), s/veh	8.1	0.9	0.0	8.3	0.6	0.0	3.0	0.0	0.1	0.6	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.5	0.2	0.4	5.8	0.1	3.3	0.0	0.2	1.1	0.1	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	7.4	3.3	72.2	6.8	3.6	61.0	0.0	53.6	55.7	53.4	57.5
LnGrp LOS	E	A	A	E	A	A	E	A	D	E	D	E
Approach Vol, veh/h		2422			1992			102				93
Approach Delay, s/veh		8.1			7.1			60.7				56.8
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	107.0		16.9	7.7	105.4		16.9				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	6.4	71.2		37.4	6.4	71.2		37.4				
Max Q Clear Time (g_c+1), s	2.8	31.9		6.8	4.2	24.5		12.3				
Green Ext Time (p_c), s	0.0	26.8		0.3	0.0	22.5		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.8								
HCM 6th LOS				A								

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 Goodman Commerce Center (JN 15593)  
 Opening Year (2025) With Project WITH IMPROVEMENTS  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 Douglas Dr. & Katella Av.

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.565  
 Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	3	1	0	2

Volume Module:

Base Vol:	86	1	7	27	2	69	18	2104	33	9	1755	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1	7	27	2	69	18	2104	33	9	1755	6
Added Vol:	0	0	0	4	0	11	6	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1	7	31	2	80	24	2104	33	9	1755	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1	7	31	2	80	24	2104	33	9	1755	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1	7	31	2	80	24	2104	33	9	1755	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	1	7	31	2	80	24	2104	33	9	1755	9

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	1.00	1.00	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	1700	213	1488	1700	1700	1700	1700	5100	1700	1700	5074	26

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.00	0.02	0.00	0.05	0.01	0.41	0.02	0.01	0.35	0.35
Crit Moves:	****					****		****		****		

\*\*\*\*\*

**Intersection**

Intersection Delay, s/veh 7.9  
 Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	4	8	121	2	2	6	3	29	5	10	0
Future Vol, veh/h	0	4	8	121	2	2	6	3	29	5	10	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	5	11	161	3	3	8	4	39	7	13	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	8.3	7.1	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	0%	97%	33%
Vol Thru, %	8%	33%	2%	67%
Vol Right, %	76%	67%	2%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	12	125	15
LT Vol	6	0	121	5
Through Vol	3	4	2	10
RT Vol	29	8	2	0
Lane Flow Rate	51	16	167	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.055	0.017	0.195	0.025
Departure Headway (Hd)	3.908	3.749	4.219	4.43
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	922	942	848	813
Service Time	1.908	1.824	2.255	2.431
HCM Lane V/C Ratio	0.055	0.017	0.197	0.025
HCM Control Delay	7.1	6.9	8.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.7	0.1



Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	109	3	43	105	2	5	0	16	7	1	0
Future Vol, veh/h	0	109	3	43	105	2	5	0	16	7	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	173	5	68	167	3	8	0	25	11	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	170	0	0	178	0	0	482	482	176	493	483	169
Stage 1	-	-	-	-	-	-	176	176	-	305	305	-
Stage 2	-	-	-	-	-	-	306	306	-	188	178	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1420	-	-	1410	-	-	498	487	872	490	486	880
Stage 1	-	-	-	-	-	-	831	757	-	709	666	-
Stage 2	-	-	-	-	-	-	708	665	-	818	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1410	-	-	479	464	872	458	463	880
Mov Cap-2 Maneuver	-	-	-	-	-	-	551	521	-	536	511	-
Stage 1	-	-	-	-	-	-	831	757	-	709	634	-
Stage 2	-	-	-	-	-	-	672	633	-	794	756	-

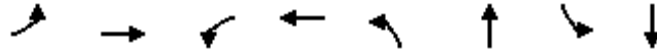
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.2			9.9			11.9		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	766	1420	-	-	1410	-	-	533
HCM Lane V/C Ratio	0.044	-	-	-	0.048	-	-	0.024
HCM Control Delay (s)	9.9	0	-	-	7.7	-	-	11.9
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	-	0.1

Timings  
4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023

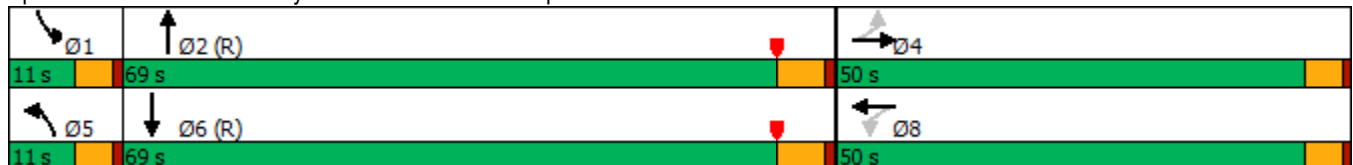


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↑↑↑	↖	↑↑↑
Traffic Volume (vph)	232	0	169	31	16	2061	54	1582
Future Volume (vph)	232	0	169	31	16	2061	54	1582
Turn Type	Perm	NA	Perm	NA	Prot	NA	Prot	NA
Protected Phases		4		8	5	2	1	6
Permitted Phases	4		8					
Detector Phase	4	4	8	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	37.6	37.6	14.6	14.6	9.6	22.8	9.6	22.8
Total Split (s)	50.0	50.0	50.0	50.0	11.0	69.0	11.0	69.0
Total Split (%)	38.5%	38.5%	38.5%	38.5%	8.5%	53.1%	8.5%	53.1%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	4.6	4.6	5.8	4.6	5.8
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	45.4	45.4	45.4	45.4	5.7	65.4	6.2	69.8
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.04	0.50	0.05	0.54
v/c Ratio	1.46	0.19	0.44	0.72	0.24	0.93	0.73	0.68
Control Delay	268.9	5.7	36.8	35.5	68.0	38.7	106.6	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	268.9	5.7	36.8	35.5	68.0	38.7	106.6	24.5
LOS	F	A	D	D	E	D	F	C
Approach Delay		188.7		35.9		39.0		27.1
Approach LOS		F		D		D		C

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.46  
 Intersection Signal Delay: 45.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 104.3%  
 ICU Level of Service G  
 Analysis Period (min) 15























Splits and Phases: 4: Valley View St. & Plaza Dr./Chip Av.



HCM 6th Signalized Intersection Summary  
4: Valley View St. & Plaza Dr./Chip Av.

Goodman Commerce Center (JN 15593)

11/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	0	102	169	31	369	16	2061	12	54	1582	40
Future Volume (veh/h)	232	0	102	169	31	369	16	2061	12	54	1582	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adj Flow Rate, veh/h	242	0	86	176	32	325	17	2147	12	56	1648	39
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	0	503	422	46	464	29	2344	13	70	2413	57
Arrive On Green	0.35	0.00	0.35	0.35	0.35	0.35	0.02	0.49	0.49	0.04	0.52	0.52
Sat Flow, veh/h	931	0	1439	1191	131	1330	1619	4762	27	1619	4660	110
Grp Volume(v), veh/h	242	0	86	176	0	357	17	1395	764	56	1094	593
Grp Sat Flow(s),veh/h/ln	931	0	1439	1191	0	1461	1619	1547	1695	1619	1547	1677
Q Serve(g_s), s	18.0	0.0	5.4	15.6	0.0	27.4	1.4	54.2	54.2	4.5	34.3	34.3
Cycle Q Clear(g_c), s	45.4	0.0	5.4	21.0	0.0	27.4	1.4	54.2	54.2	4.5	34.3	34.3
Prop In Lane	1.00		1.00	1.00		0.91	1.00		0.02	1.00		0.07
Lane Grp Cap(c), veh/h	185	0	503	422	0	510	29	1523	834	70	1602	868
V/C Ratio(X)	1.31	0.00	0.17	0.42	0.00	0.70	0.60	0.92	0.92	0.80	0.68	0.68
Avail Cap(c_a), veh/h	185	0	503	422	0	510	80	1523	834	80	1602	868
HCM 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
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	0.0	29.3	36.5	0.0	36.4	63.4	30.5	30.5	61.7	23.4	23.4
Incr Delay (d2), s/veh	173.3	0.0	0.2	0.7	0.0	4.2	7.1	10.1	16.4	34.3	2.4	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.1	0.0	1.9	4.7	0.0	10.4	0.6	20.9	24.4	2.5	12.2	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	232.0	0.0	29.4	37.2	0.0	40.7	70.5	40.6	47.0	95.9	25.8	27.7
LnGrp LOS	F	A	C	D	A	D	E	D	D	F	C	C
Approach Vol, veh/h		328			533			2176			1743	
Approach Delay, s/veh		178.9			39.5			43.1			28.7	
Approach LOS		F			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	69.8		50.0	6.9	73.1		50.0				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	6.4	63.2		45.4	6.4	63.2		45.4				
Max Q Clear Time (g_c+I1), s	6.5	56.2		47.4	3.4	36.3		29.4				
Green Ext Time (p_c), s	0.0	5.9		0.0	0.0	12.9		2.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				46.8								
HCM 6th LOS				D								



**APPENDIX 6.3: FUTURE YEAR (2025) WITHOUT PROJECT CONDITIONS  
TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2025 Without Project Conditions - Weekday AM Peak Hour**

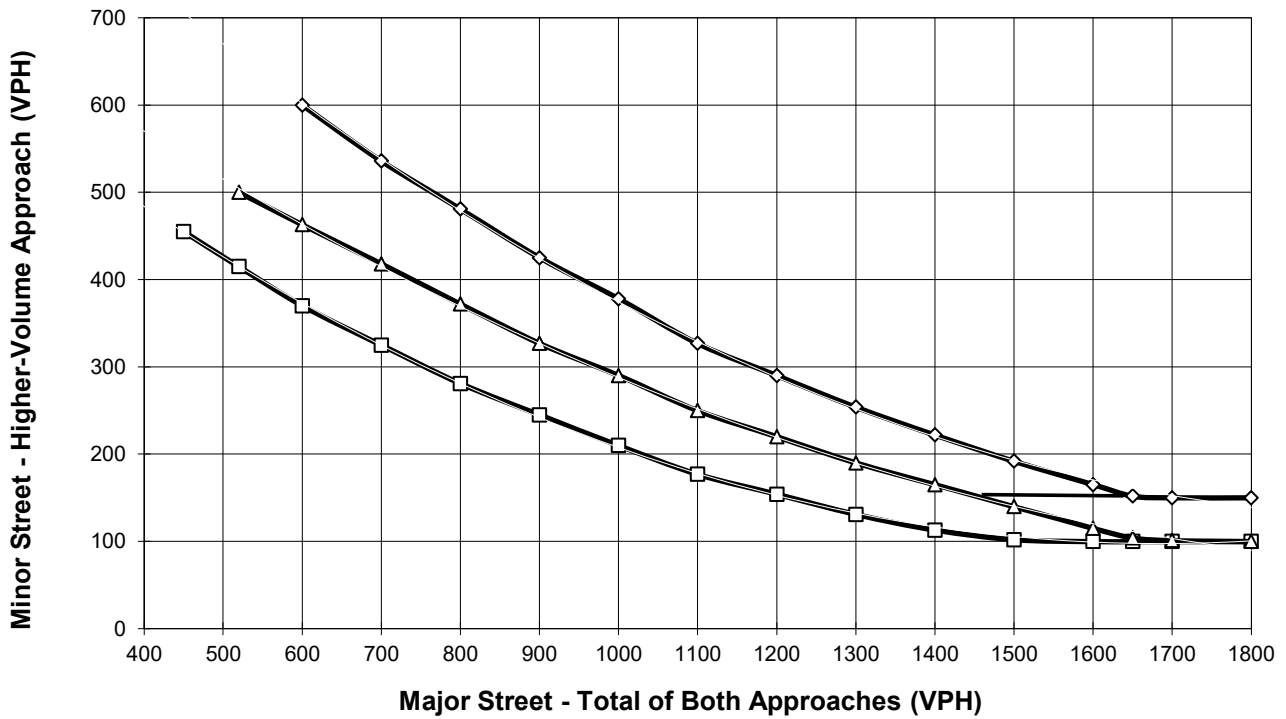
Major Street Name = **Plaza Dr.**

Total of Both Approaches (VPH) = **65**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Douglas Dr.**

High Volume Approach (VPH) = **43**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

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

### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2025 Without Project Conditions - Weekday PM Peak Hour**

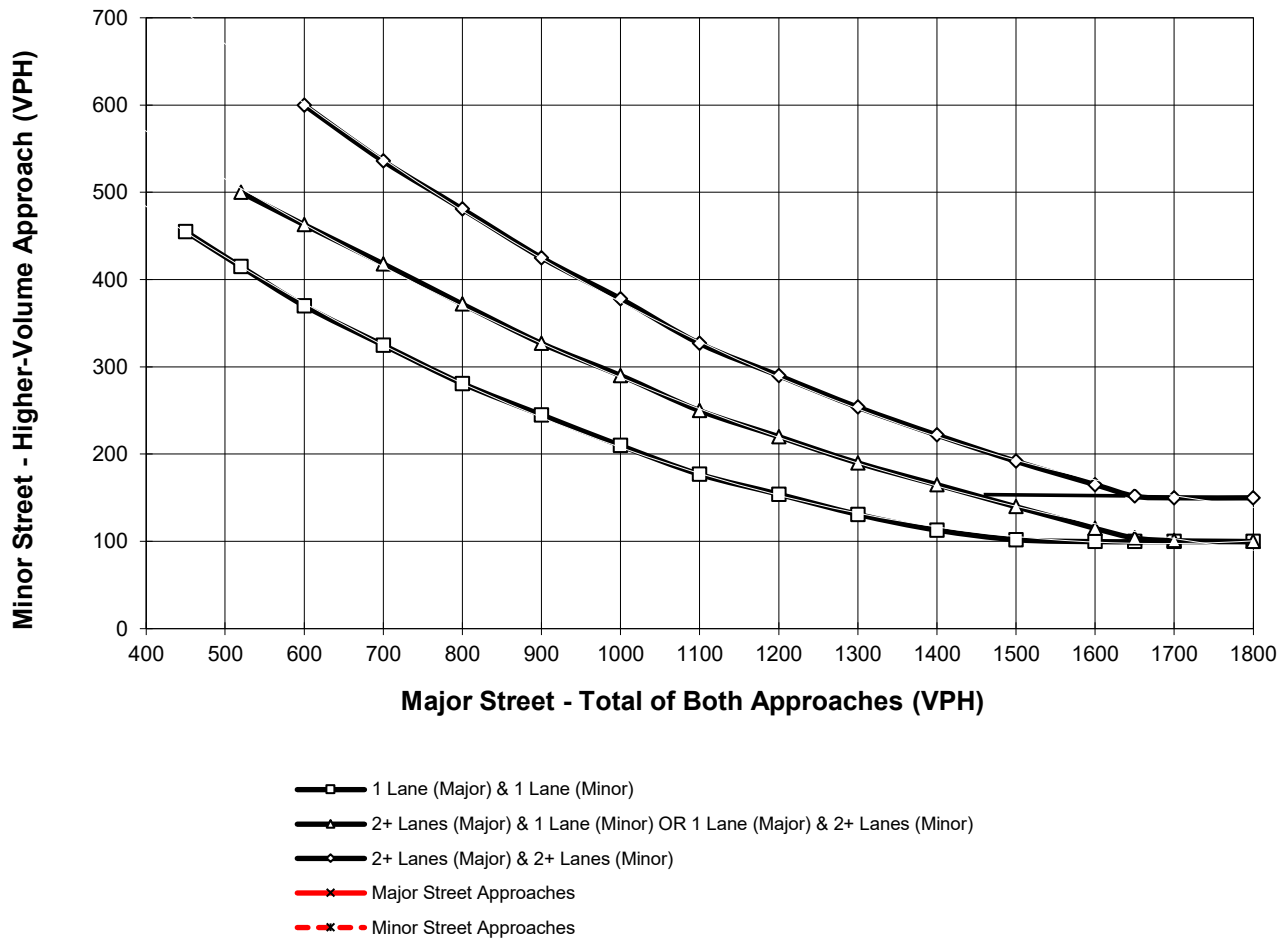
Major Street Name = **Plaza Dr.**

Total of Both Approaches (VPH) = **252**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **McDonnell Dr.**

High Volume Approach (VPH) = **21**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



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



**APPENDIX 6.4: FUTURE YEAR (2025) WITH PROJECT CONDITIONS  
TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2025 With Project Conditions - Weekday AM Peak Hour**

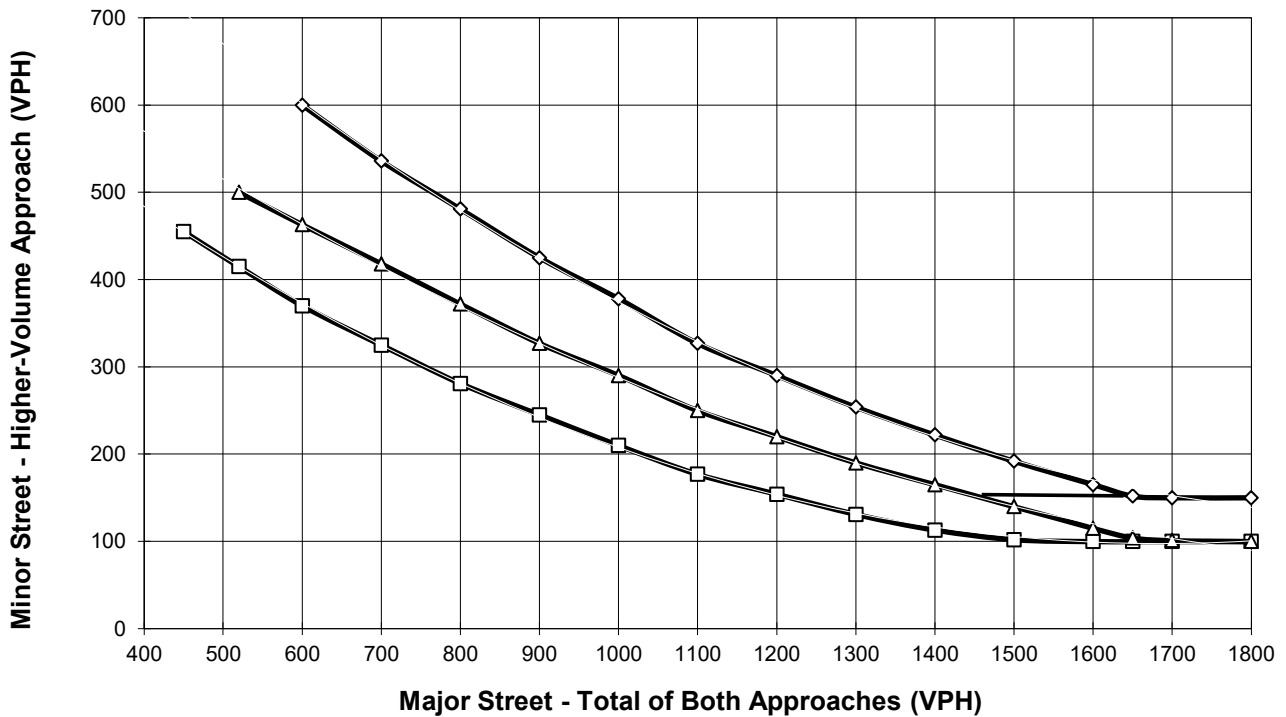
Major Street Name = **Plaza Dr.**

Total of Both Approaches (VPH) = **80**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Douglas Dr.**

High Volume Approach (VPH) = **56**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

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

### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2025 With Project Conditions - Weekday PM Peak Hour**

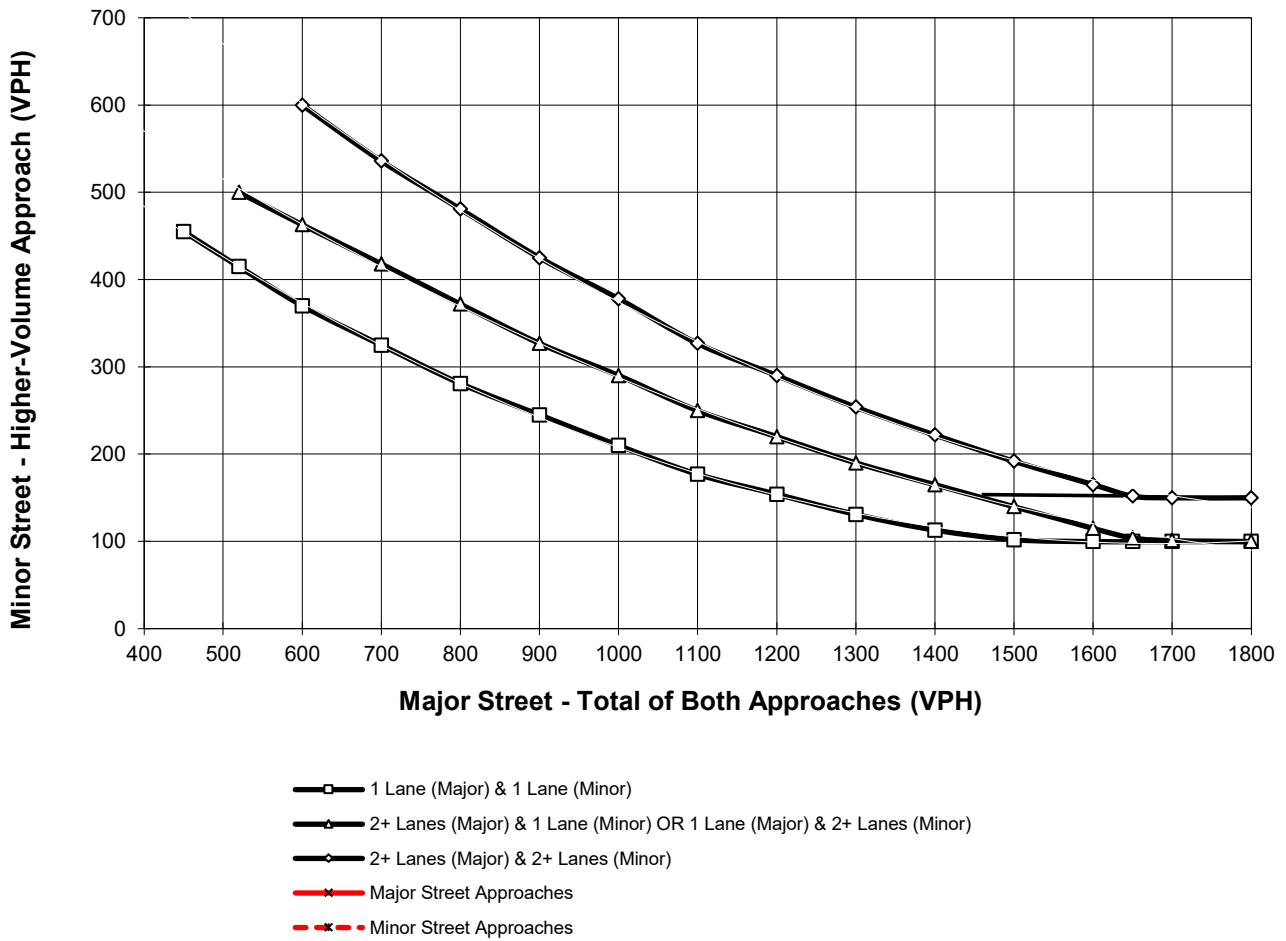
Major Street Name = **Plaza Dr.**

Total of Both Approaches (VPH) = **253**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **McDonnell Dr.**

High Volume Approach (VPH) = **21**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



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