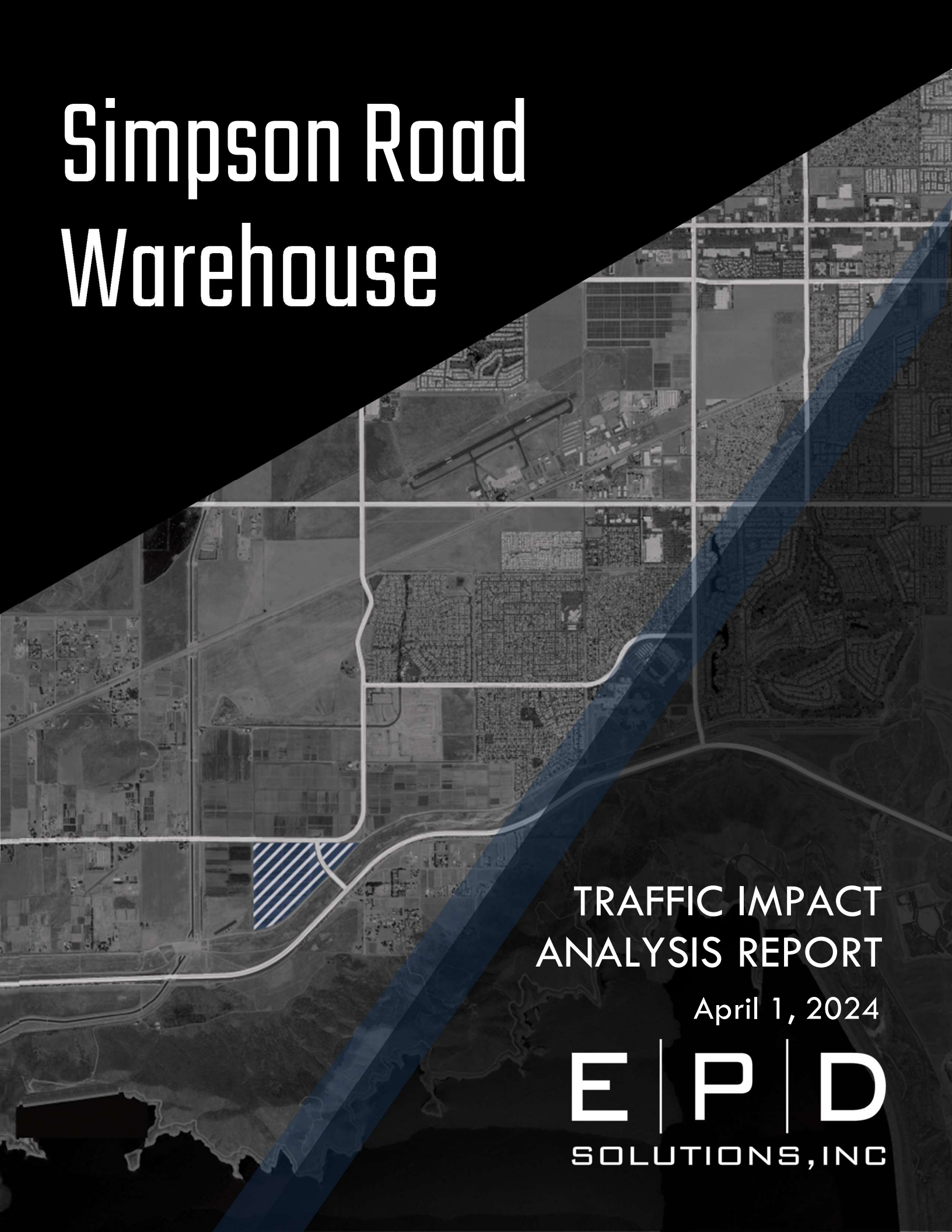
Simpson Road Warehouse



TRAFFIC IMPACT ANALYSIS REPORT

April 1, 2024

EPD SOLUTIONS, INC

Simpson Road Warehouse

Traffic Impact Analysis

City of Hemet

Prepared For

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4/1/2024



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1 EXECUTIVE SUMMARY

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

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

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

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

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

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

Existing Conditions Intersection Analysis Results

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

Project Completion Conditions (2025) Intersection Analysis Results

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

Cumulative Conditions (2025) Intersection Analysis Results

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

Recommended Improvements

The following improvements are recommended for satisfactory intersection operations:

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

Project Fair Share

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

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

2 INTRODUCTION

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

2.1 Project Description

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

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

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

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

Figure 2.1: Project Location

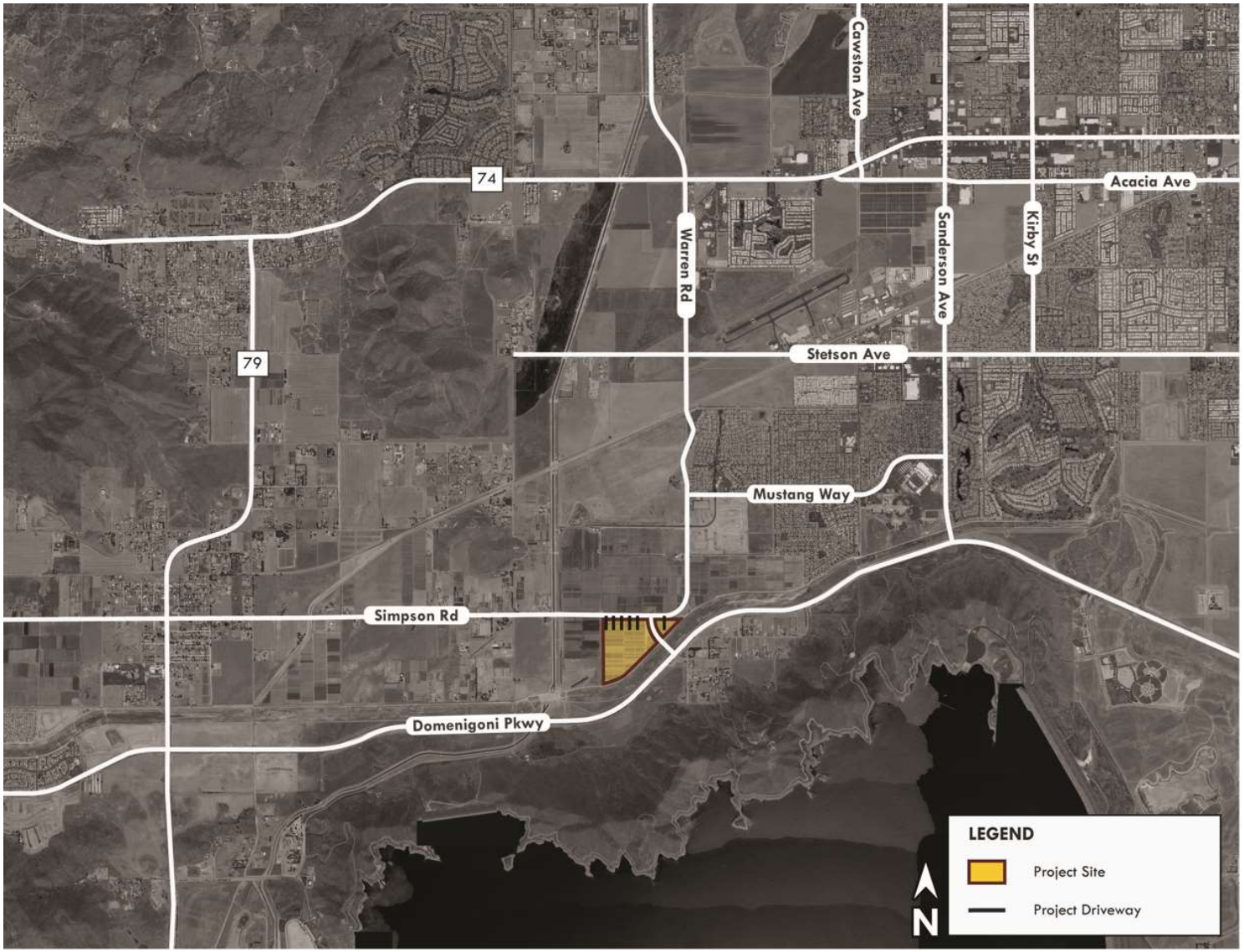
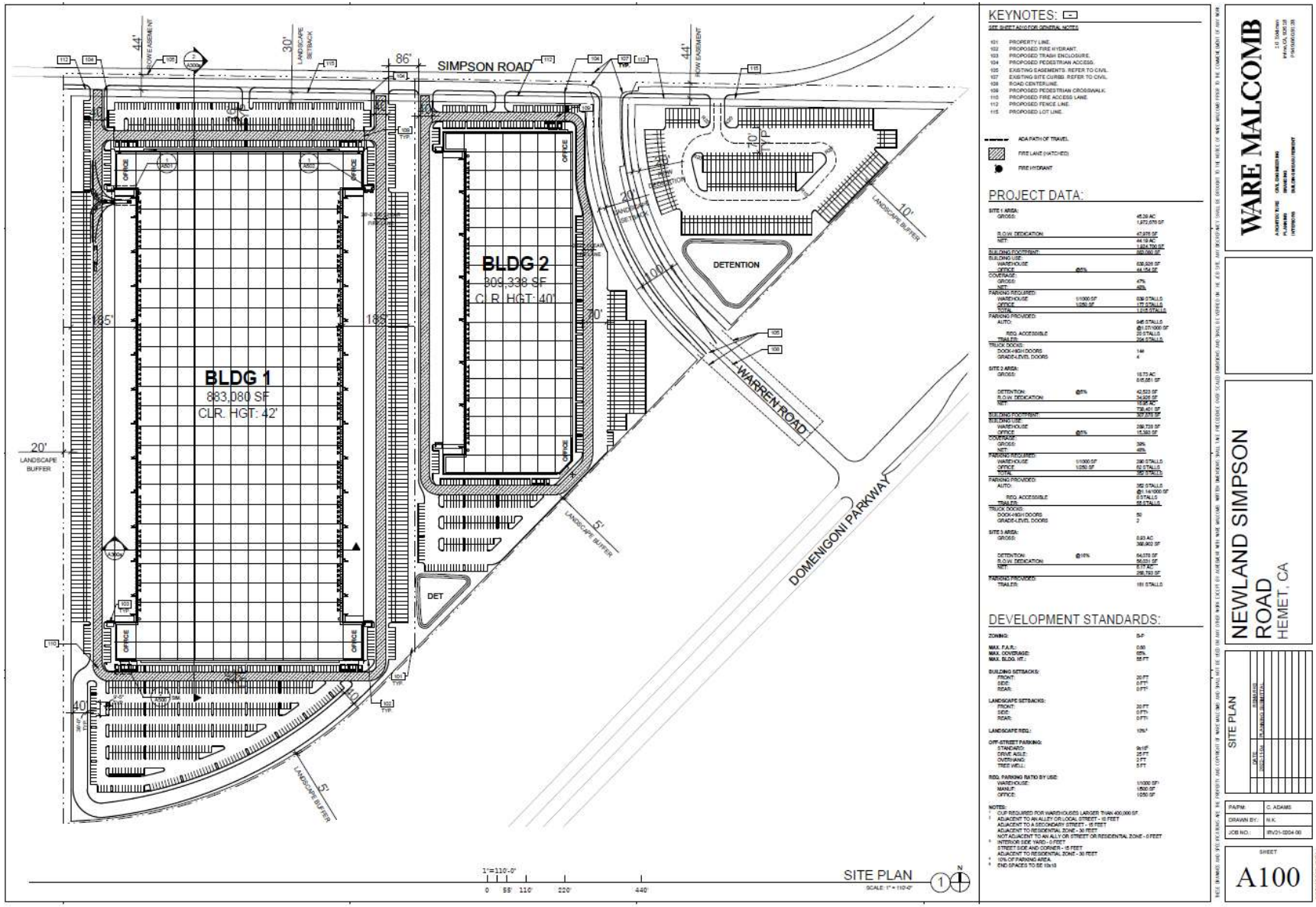


Figure 2.2: Project Site Plan



2.2 Study Area and Analysis Scenarios

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

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

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

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

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

Figure 2.3: Project Study Area



2.3 Methodology

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

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

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

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

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

Table 2.2: Relationship Between Delay and LOS at Unsignalized Intersections

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

2.4 Significance Criteria

City of Hemet

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

County of Riverside

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

California Department of Transportation (Caltrans)

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

3 EXISTING CONDITIONS

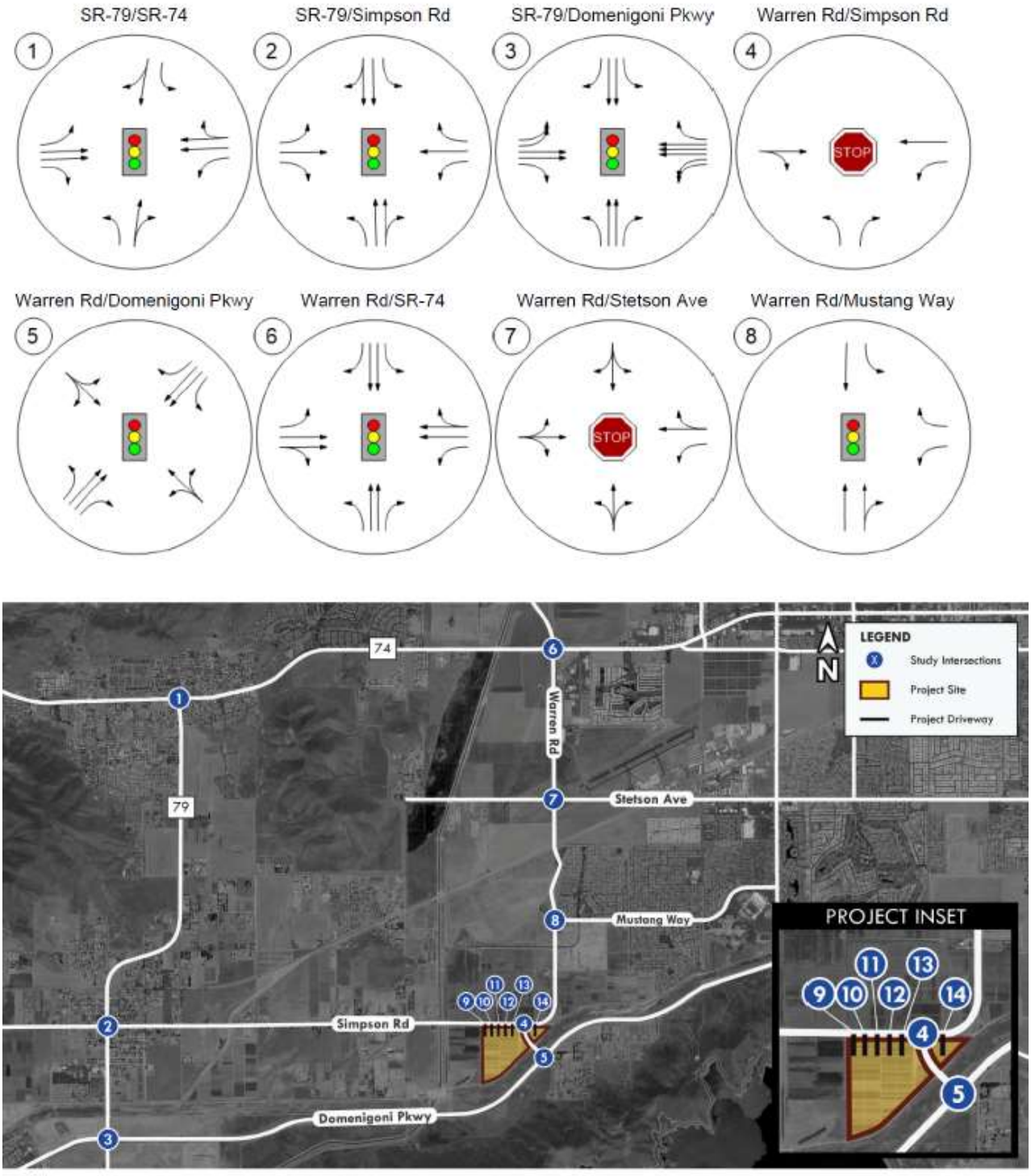
3.1 Existing Transportation System and Access

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

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

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

Figure 3.1: Existing Lane Geometries and Traffic Control



3.2 Existing Traffic Volumes and Intersection Operations

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

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

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

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

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

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

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

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

Figure 3.2: Existing AM Peak Hour Traffic Volumes in PCE

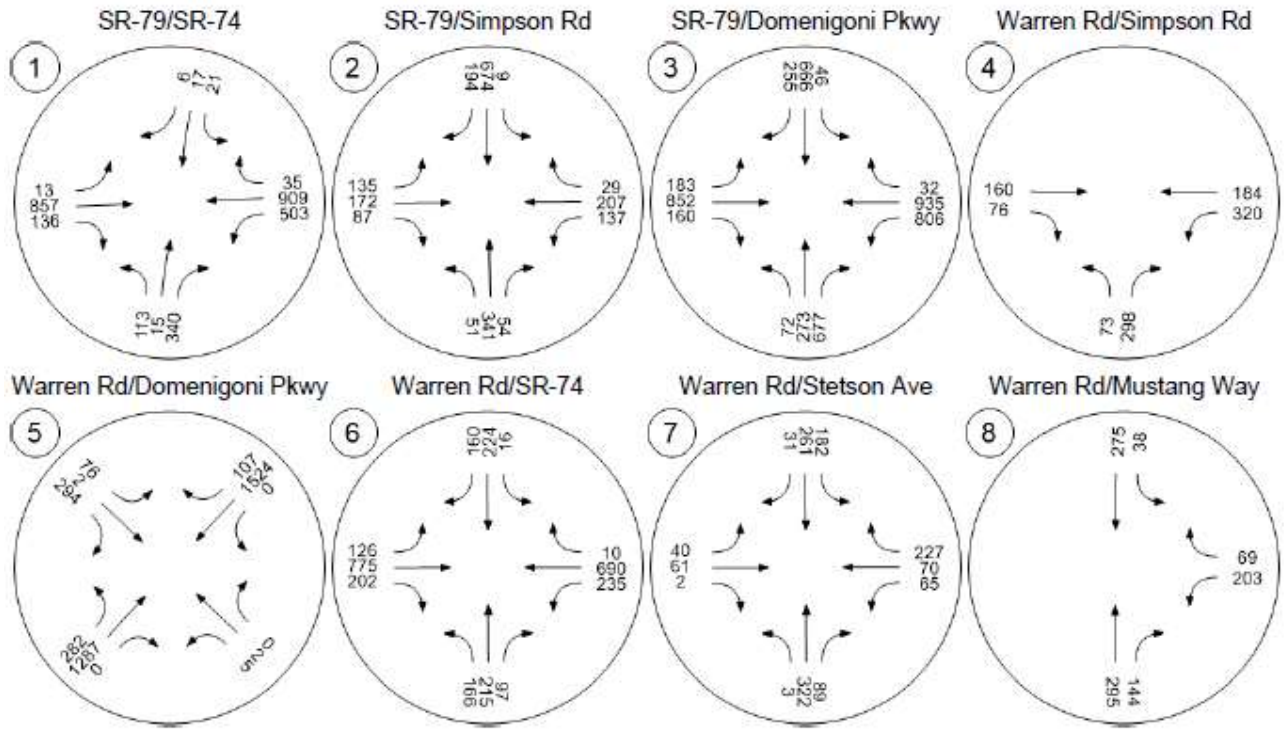
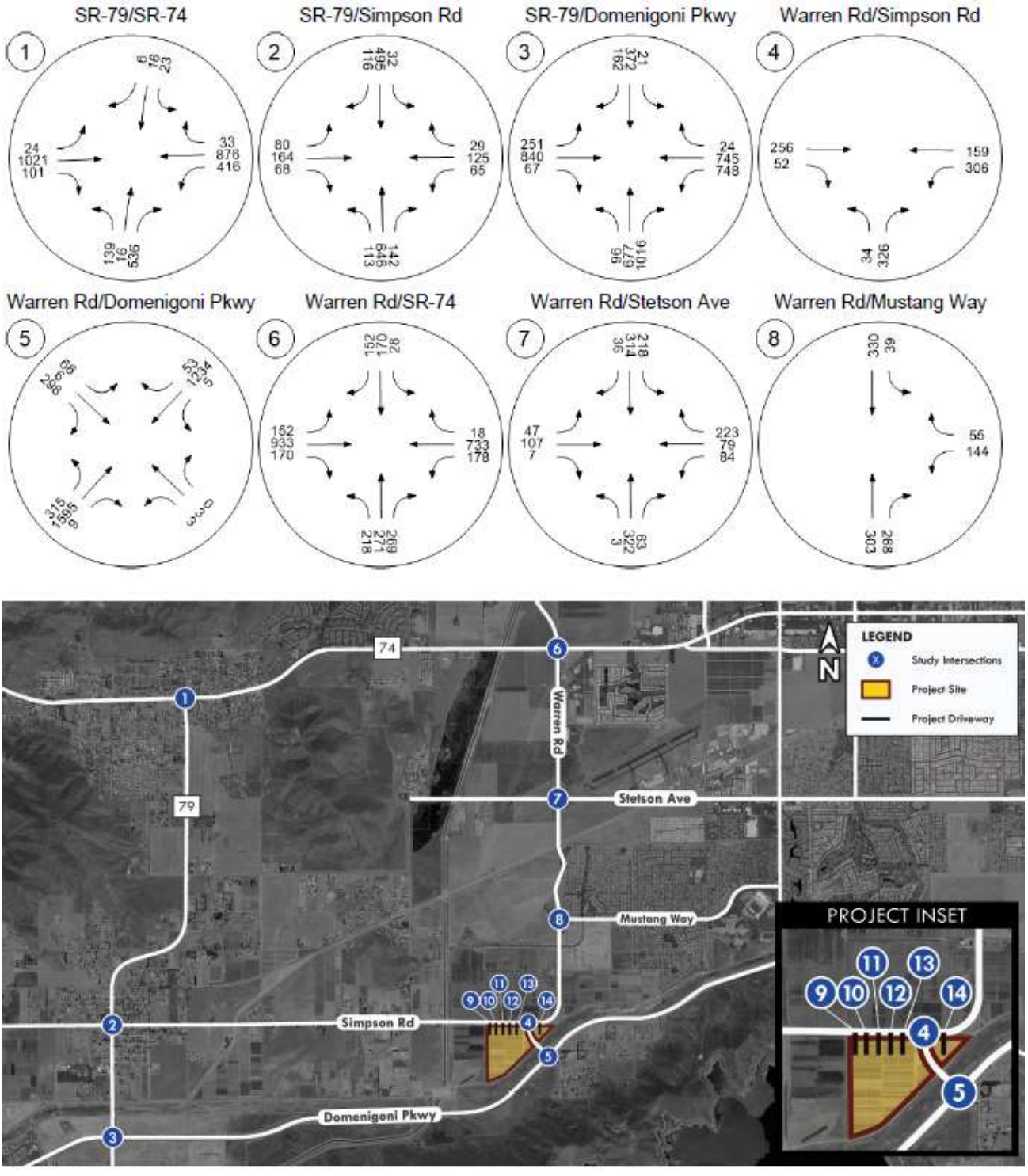




Figure 3.3: Existing PM Peak Hour Traffic Volumes in PCE



4 PROPOSED PROJECT

4.1 Project Trip Generation

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

4.2 Project Trips

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

Table 4.1: Project Trip Generation

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

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

[1] Trip rates and truck percentages from the TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

[2] Passenger Car Equivalent (PCE) factors from the Reiverside County Transportation Analysis Guidelines, December 2020.

Figure 4.1: Project Completion Lane Geometries and Traffic Control

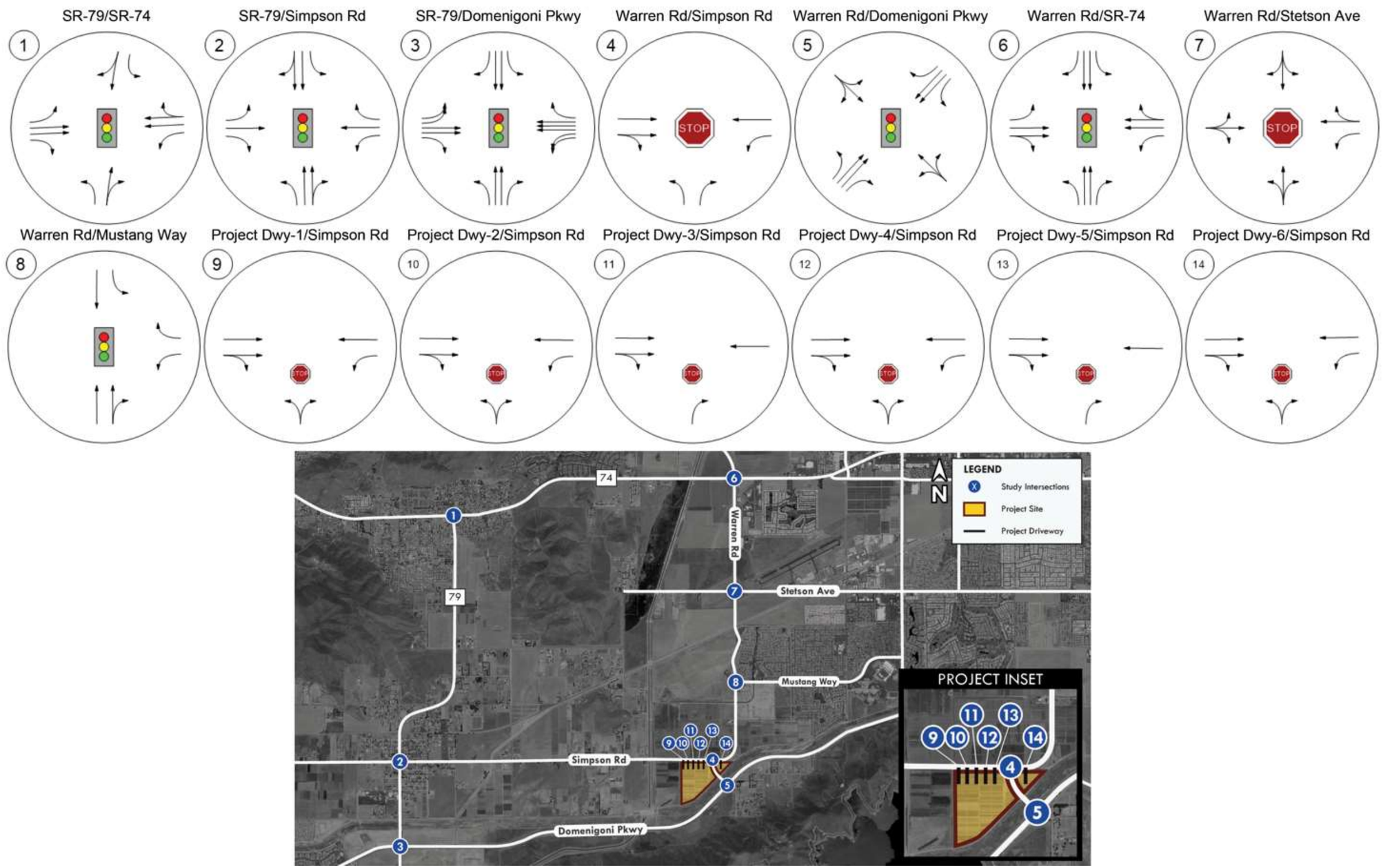


Figure 4.2: Proposed Project Passenger Vehicle Trip Distribution

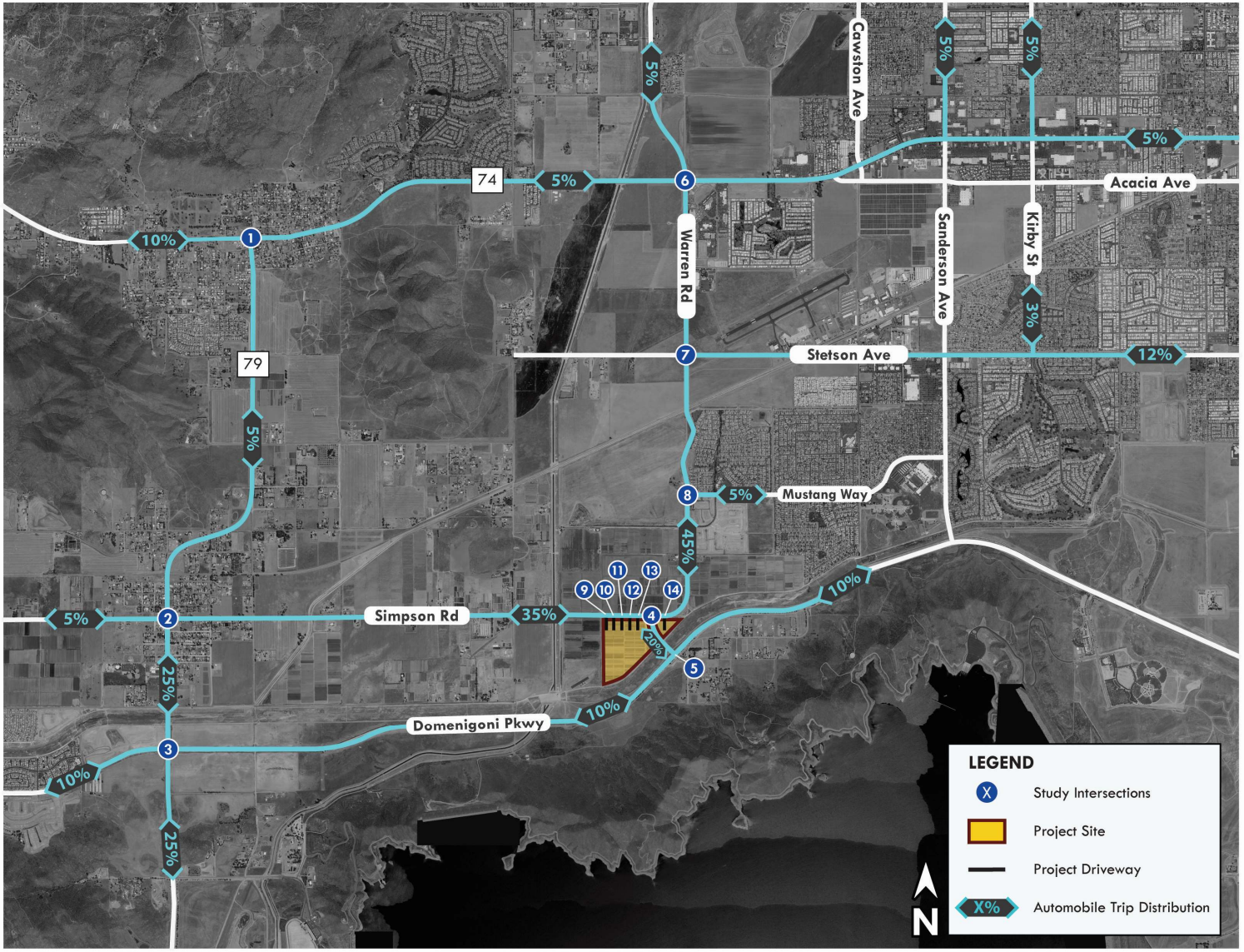


Figure 4.3: Proposed Project Truck Trip Distribution

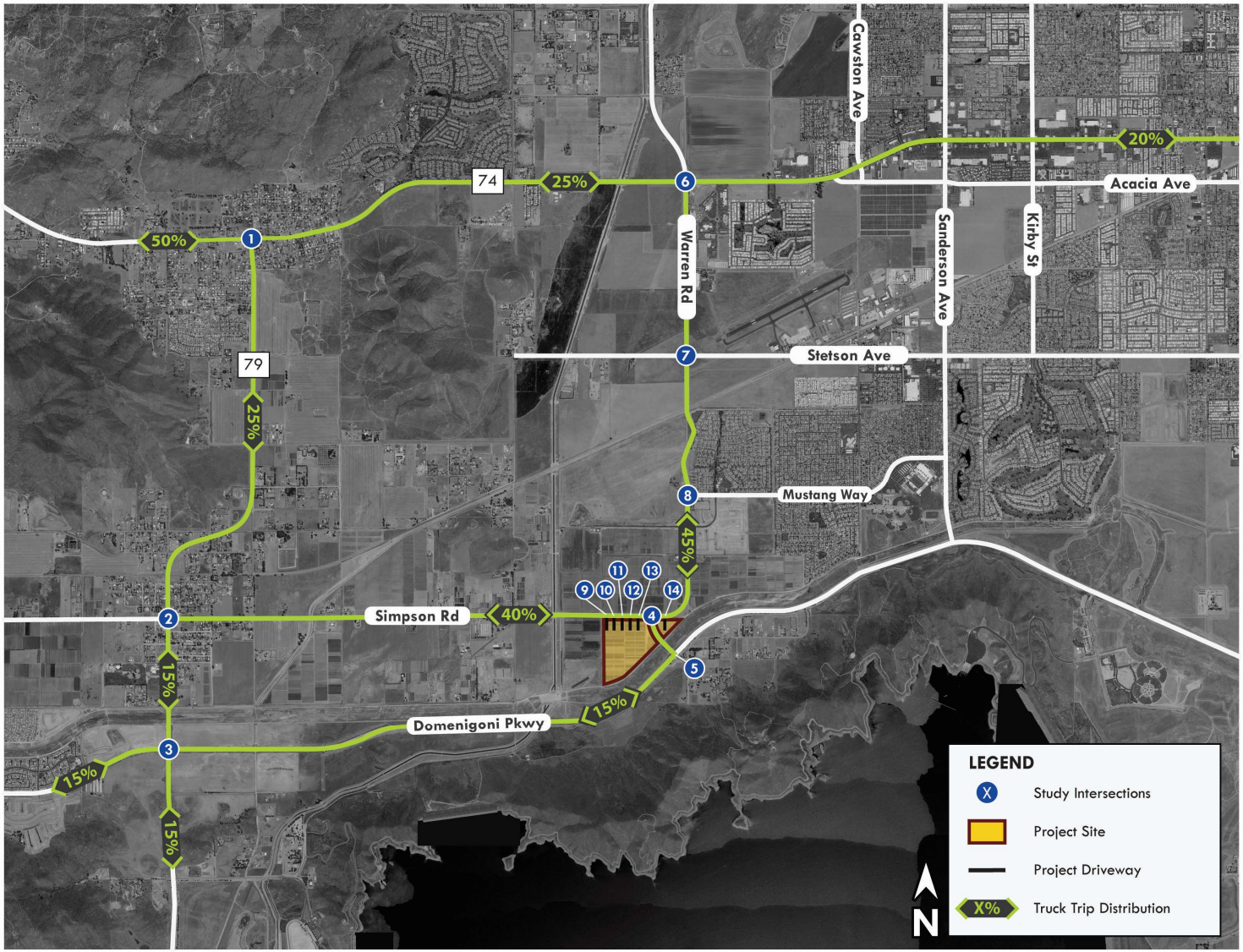


Figure 4.4: Project AM Peak Hour Trip Assignment

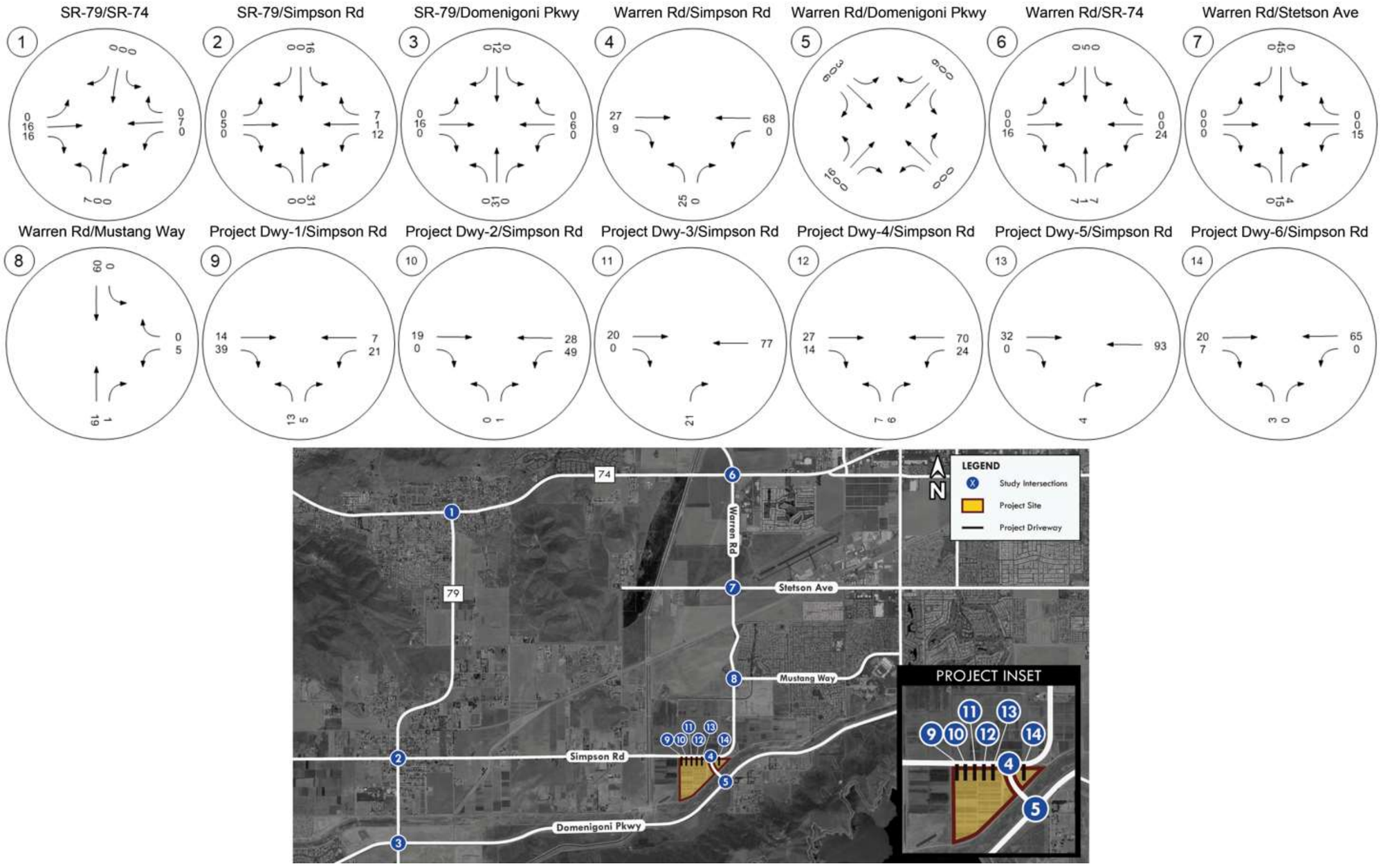
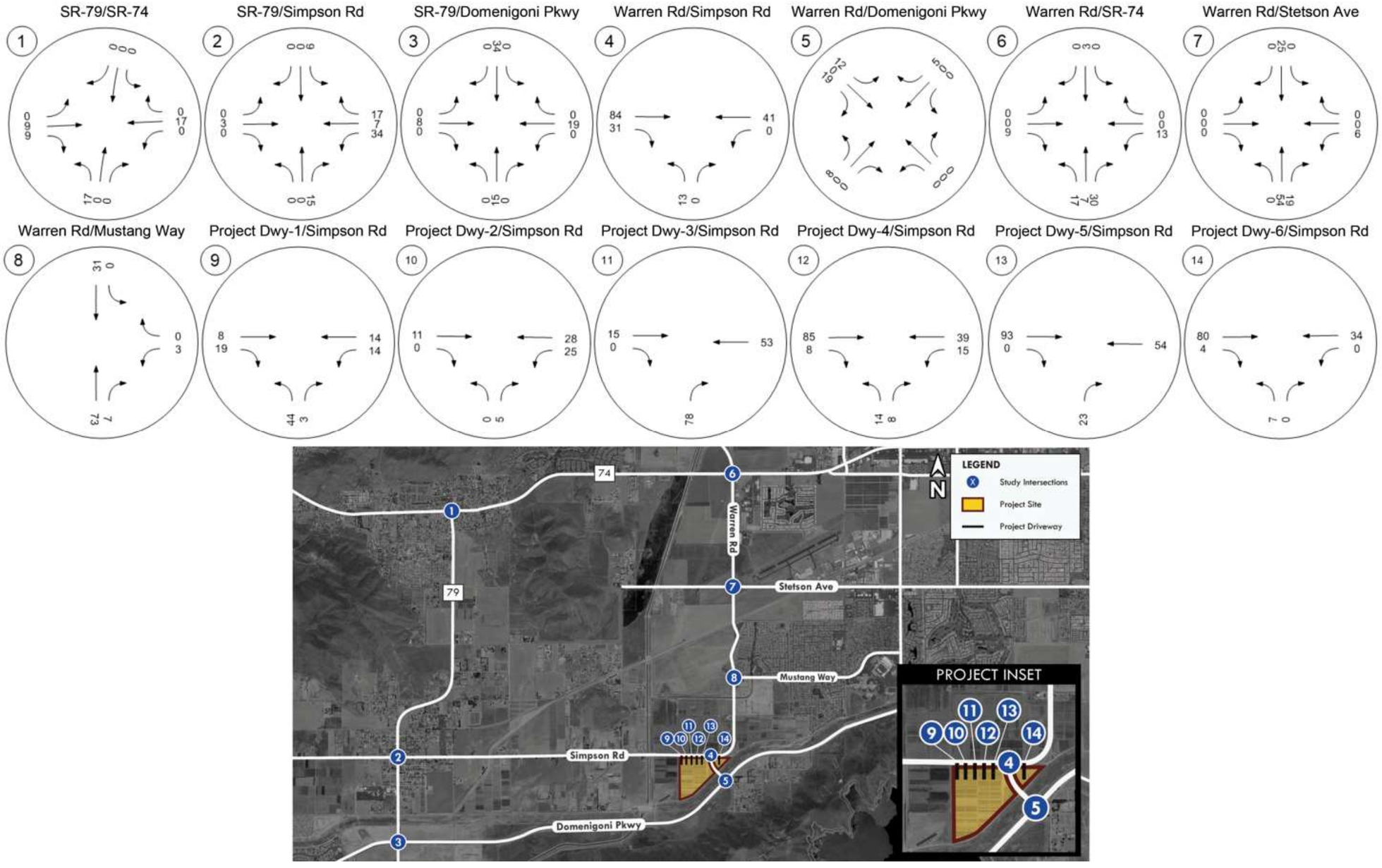


Figure 4.5: Project PM Peak Hour Trip Assignment



5 PROJECT IMPACTS

5.1 Project Completion (2025) Conditions

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

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

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

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

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

Figure 5.1: Project Completion AM Peak Hour Volumes

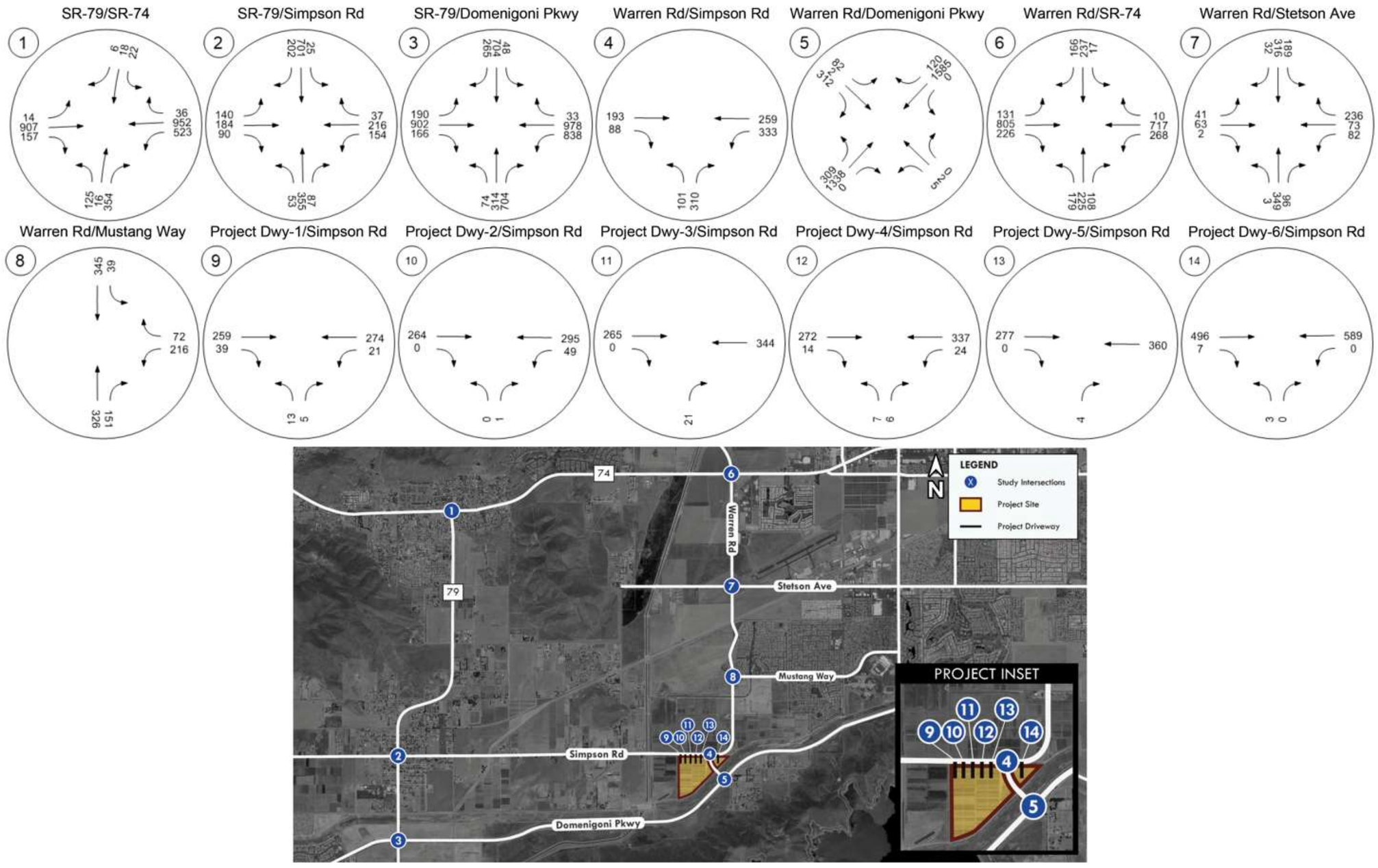
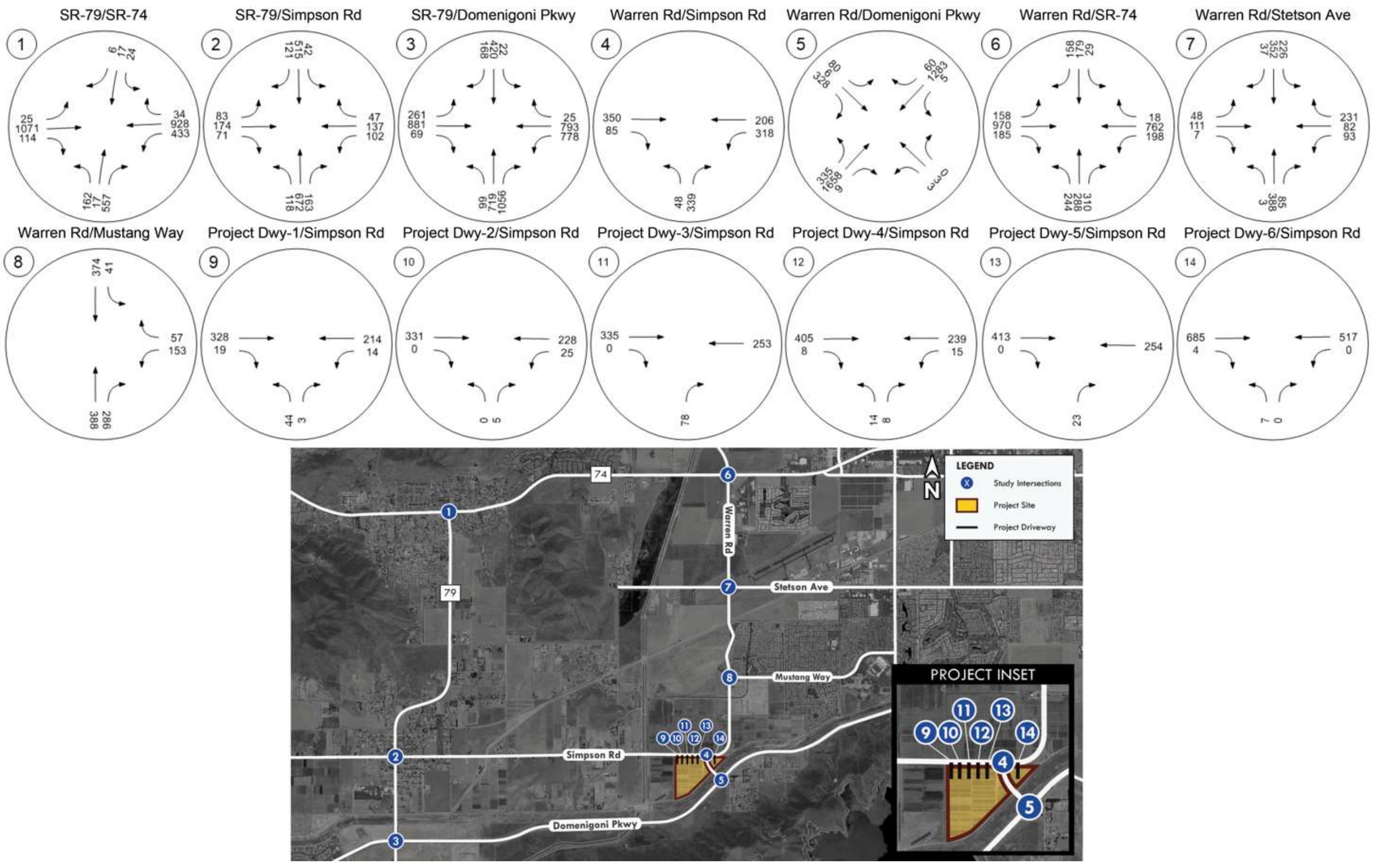


Figure 5.2: Project Completion PM Peak Hour Volumes



5.2 Cumulative (2025) Conditions

5.2.1 Cumulative Projects

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

Figure 5.3: Cumulative Projects Locations

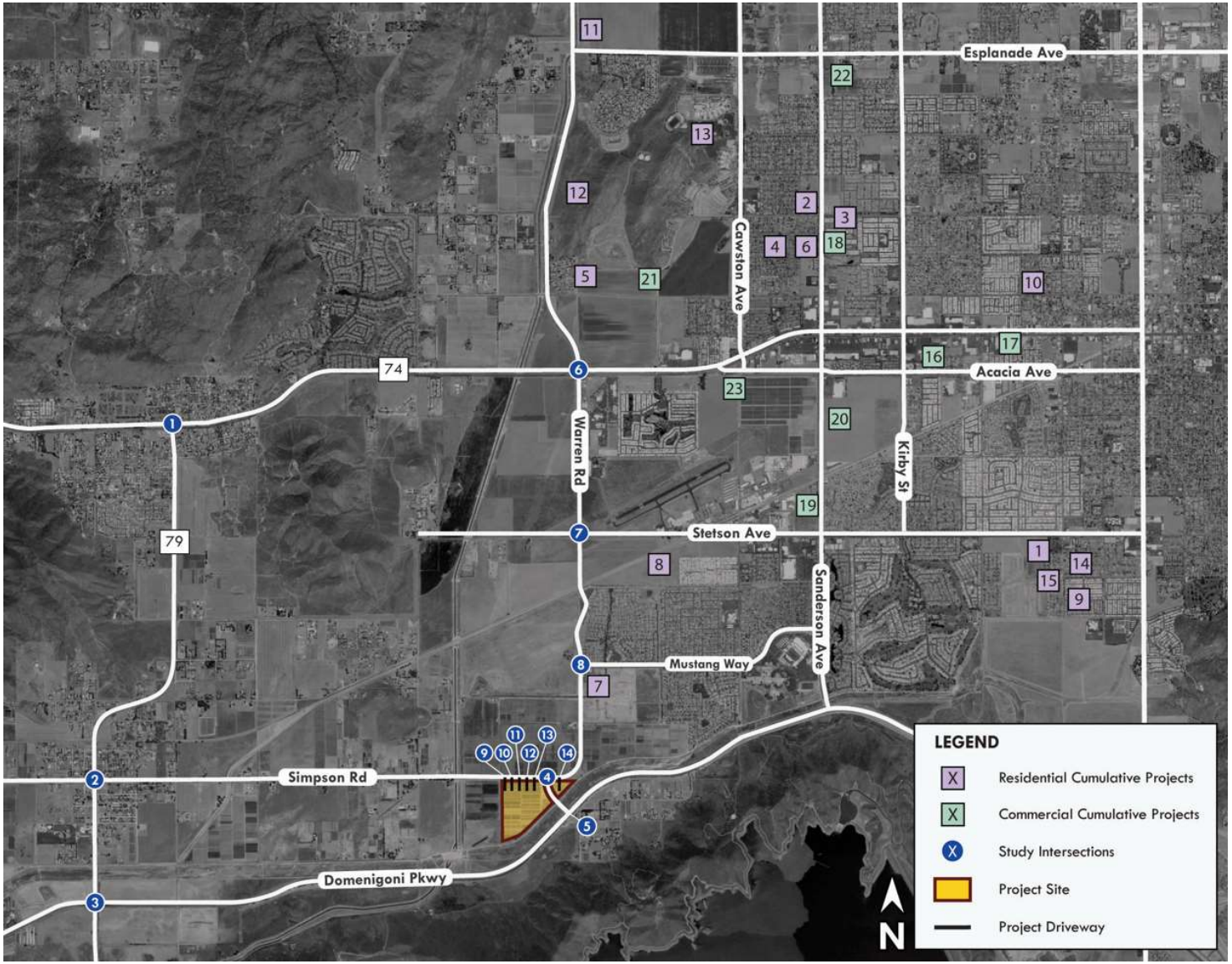


Table 5.2: Cumulative Projects Trip Generation

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

Table 5.2: (continued) Cumulative Projects Trip Generation

Commercial/Industrial									
16. Kirby Industrial [19]	831.348	TSF	2,306	104	31	135	49	127	176
17. JD Fields & Company (SDR21-021)									
Office [6]	3.000	TSF	43	4	1	5	2	4	6
Warehouse [7]	22.000	TSF	38	3	1	4	1	3	4
Total Project Trip Generation (PCE)			98	9	2	11	3	9	12
18. Holiday Inn & Express (CUP19-015) [10]	80	Rooms	639	21	16	37	24	23	47
19. O'Reilly's, new retail bldg & expansion (SDR20-015)									
Auto Parts Store [12]	7.453	TSF	406	10	8	18	17	19	36
Commercial Addition [13]	5.001	TSF	272	7	5	12	16	16	32
Department Store Addition [14]	10.000	TSF		3	1	4	7	7	14
Total Project Trip Generation			678	20	14	34	40	42	82
20. National Tube Steel (SDR 23-002) (PCE) [20]	107.310	TSF	262	20	6	26	7	20	27
21. Marriot Townplace Suites [10]	93.000	Rooms	743	24	19	43	28	27	55
22. Shop n Go (EOT21-001, CUP16-008, VAR18-001, TPM37564, CUP21-002) (PCE) [21]	4.060	Acres	13,432	157	147	304	174	172	346
23. Hemet 63	1,140.401	TSF	3,023	137	40	177	64	164	228
Total			**44,145**	**894**	**1,271**	**2,165**	**1,484**	**1,274**	**2,758**

TSF = Thousand Square Feet

DU = Dwelling Unit

RM = Rooms

PCE = Passenger Car Equivalent

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

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

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

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

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

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

[7]Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 150 Warehousing

[8]Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 934 Fast-Food Resteraunt with Drive-Through Window

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

[10]Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 310 Hotel

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

[12]Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 899 Liquor Store

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

[14]Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 875 Department Store

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

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

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

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

[19]Trip Generation from Kirby Industrial Traffic Impact Analysis, EPD Solutions, Inc., June, 2023

[20]Trip Generation from Project Scoping Form for Traffic Analysis for National Tube Supply Project, EPD Solutions, Inc., June, 2023

[21]Trip Generation from Initial Study and Mitigated Negative Declaration for Shop N Go, CASC Engineering Consulting, Inc., February, 2019

[22]Trip Generation from Project Scoping Form for Traffic Analysis for Simpson Road Warehouse Project, EPD Solutions, Inc., June, 2023

Figure 5.4: Cumulative Projects AM Trip Assignment

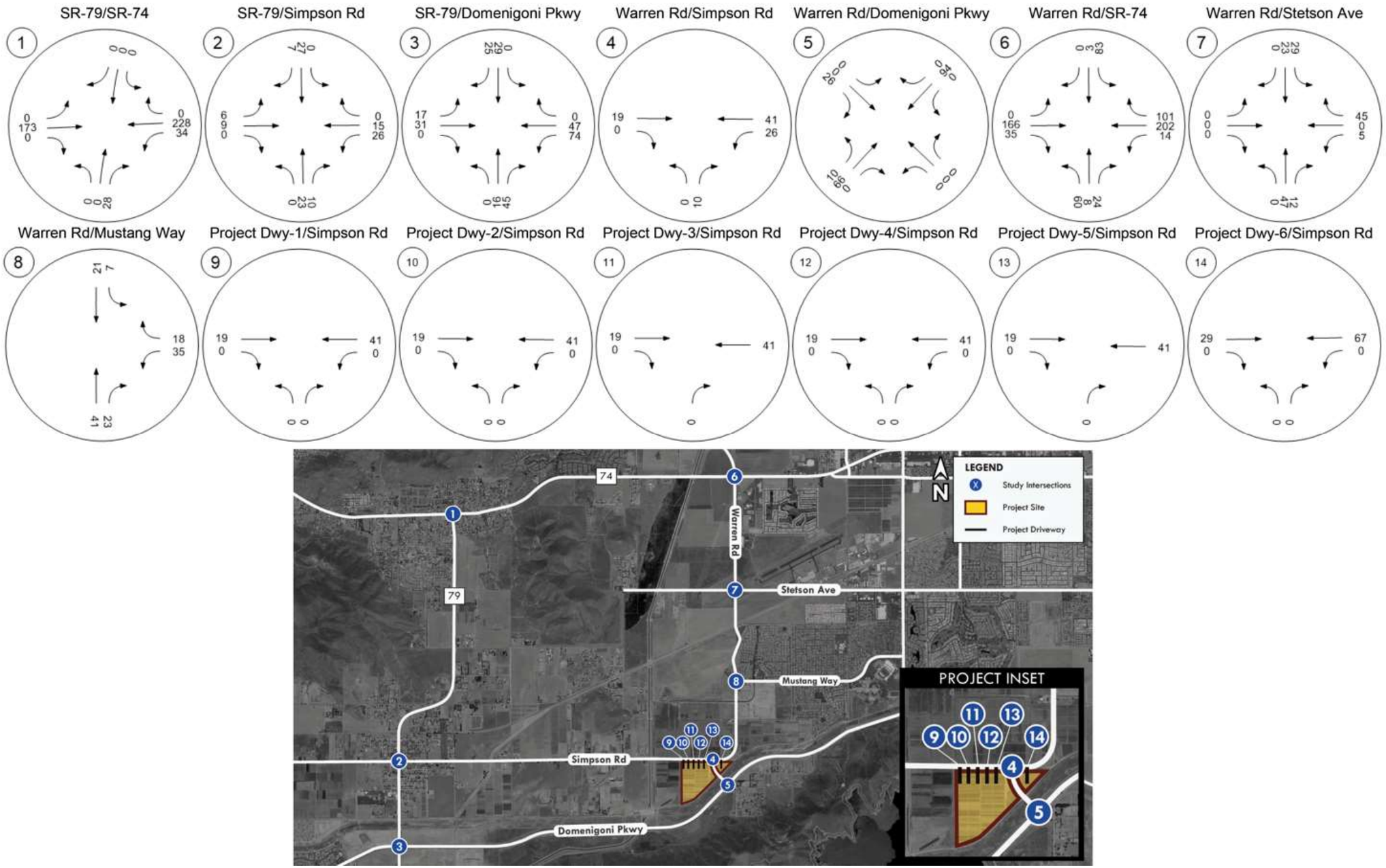
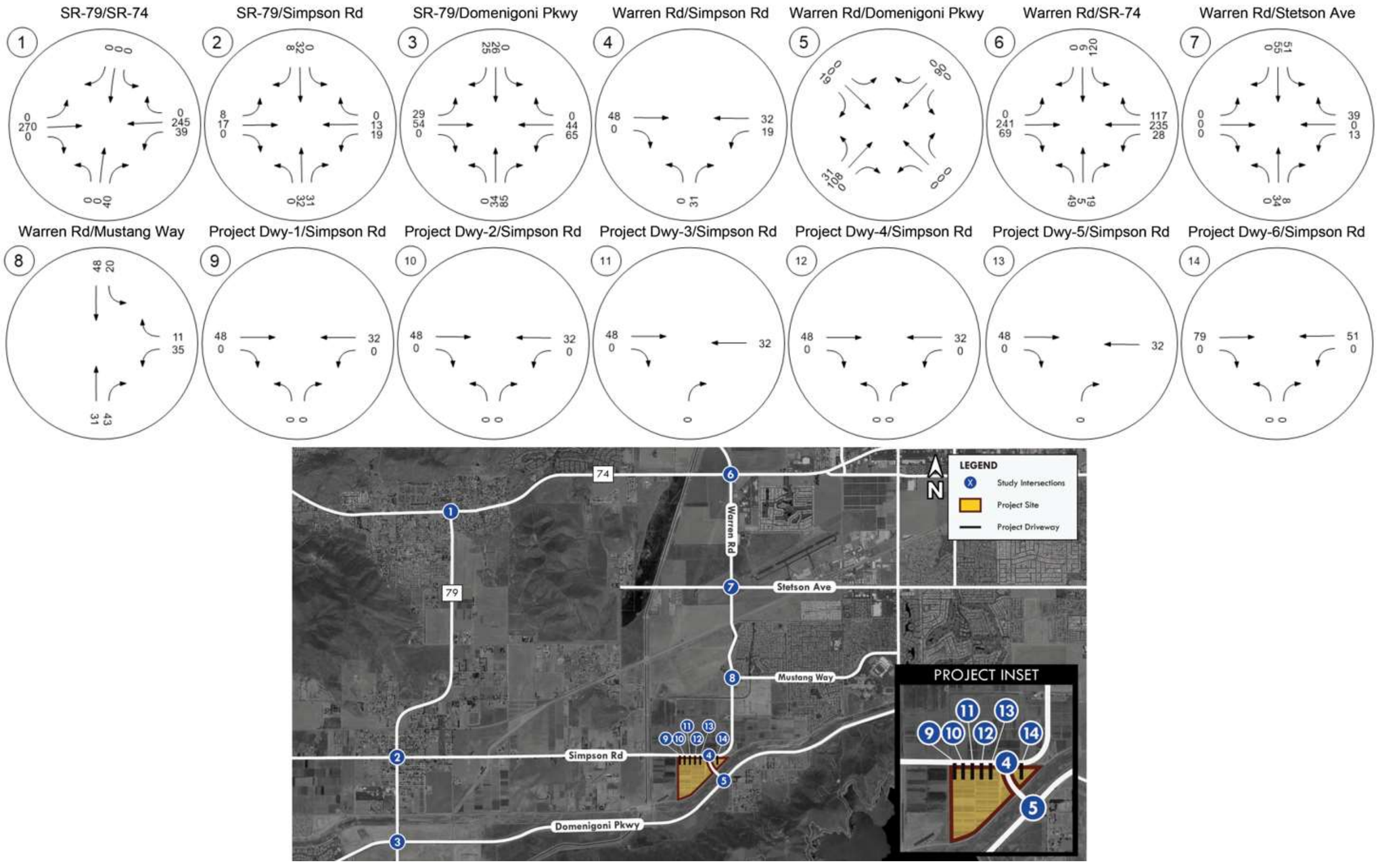


Figure 5.5: Cumulative Projects PM Trip Assignment



5.2.2 Cumulative Conditions Traffic Volumes and Intersection Operations

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

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

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

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

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

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

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

Figure 5.6: Cumulative Conditions AM Peak Hour Traffic Volumes

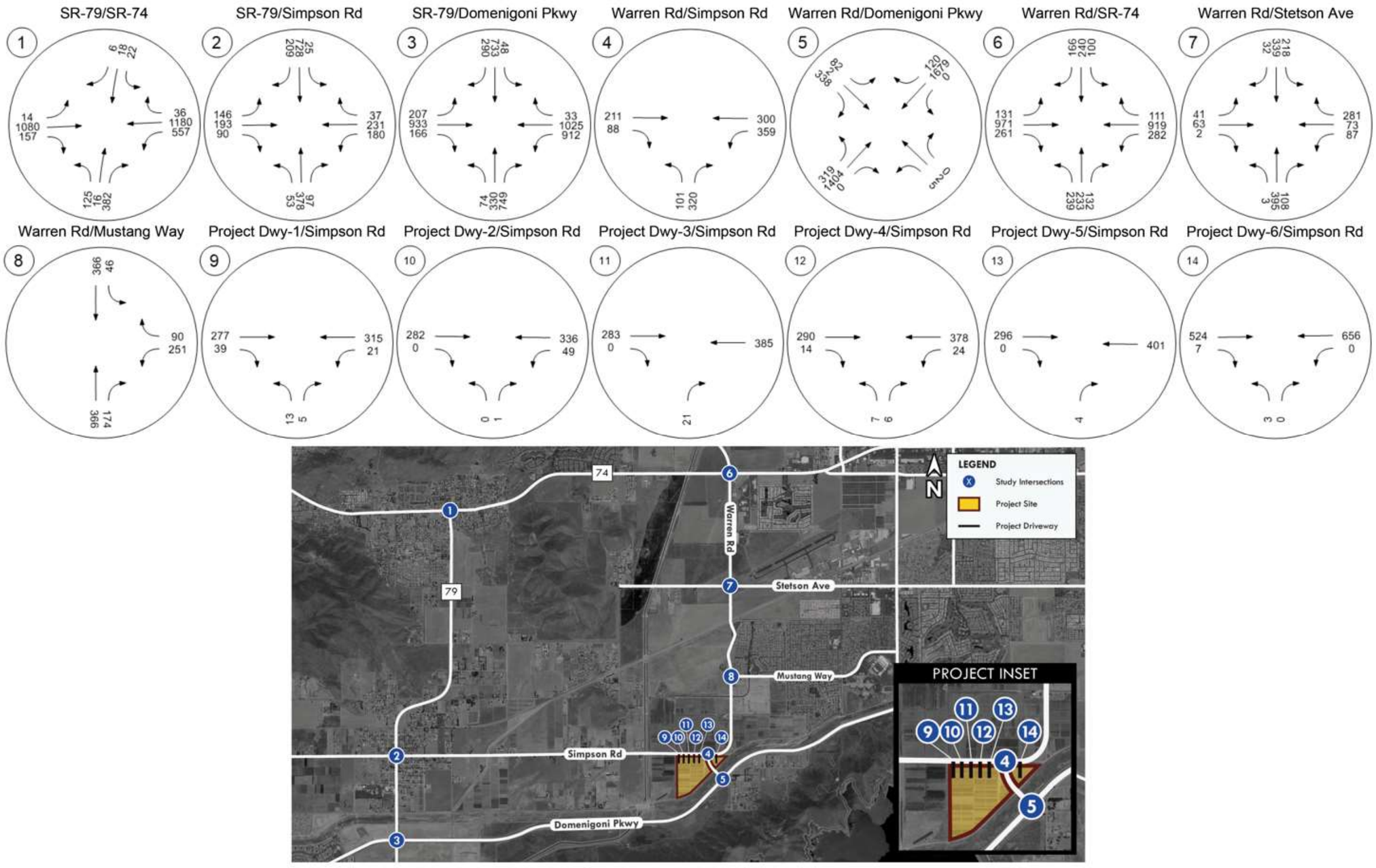
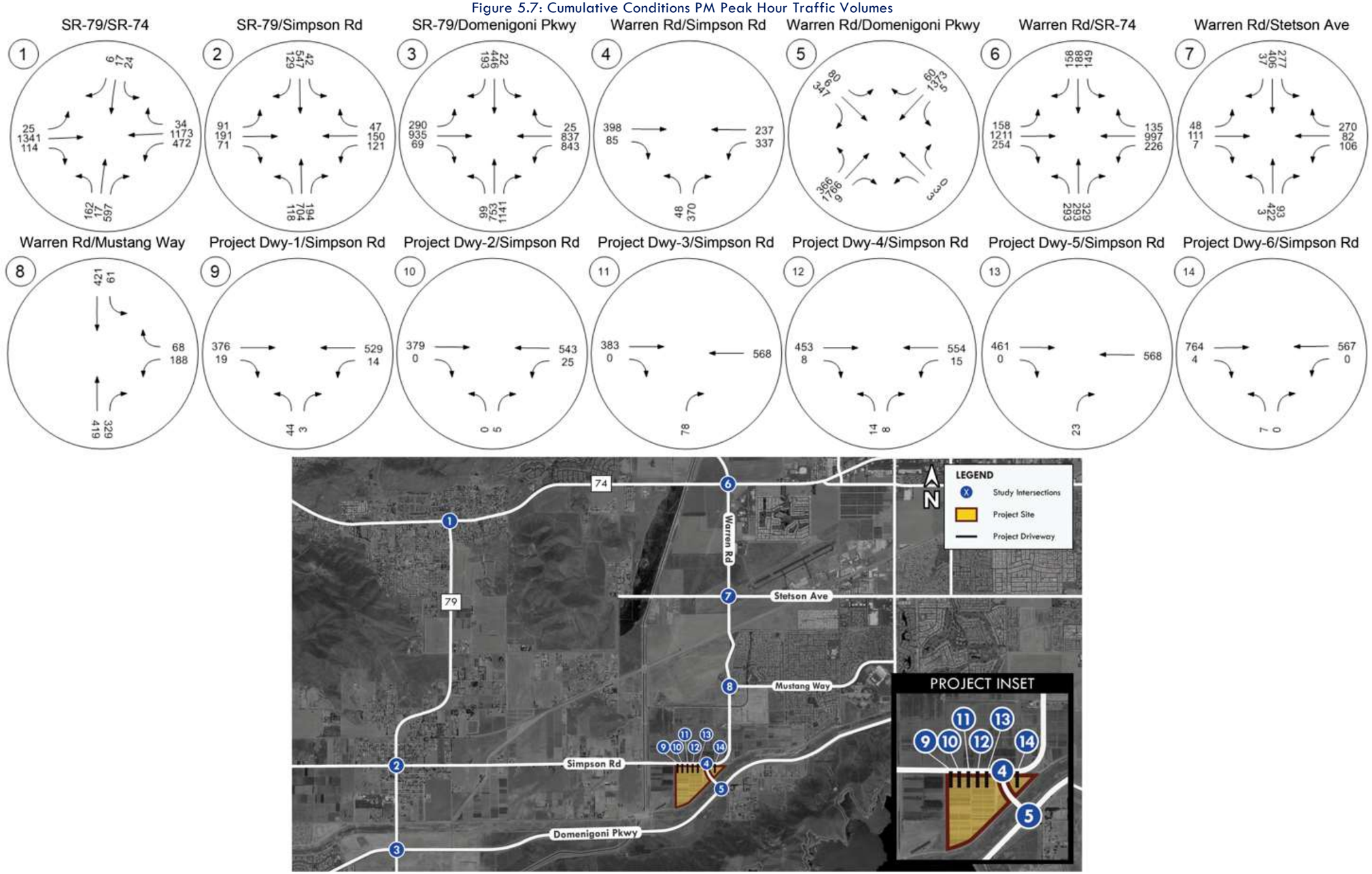


Figure 5.7: Cumulative Conditions PM Peak Hour Traffic Volumes



5.3 Site Circulation and Queueing Analysis at Project Driveways

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

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

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

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

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

Table 5.5: Cumulative Conditions Queueing Analysis

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

Indicates queueing required greater than storage available

Figure 5.8a: Driveway Sight Distance Exhibits

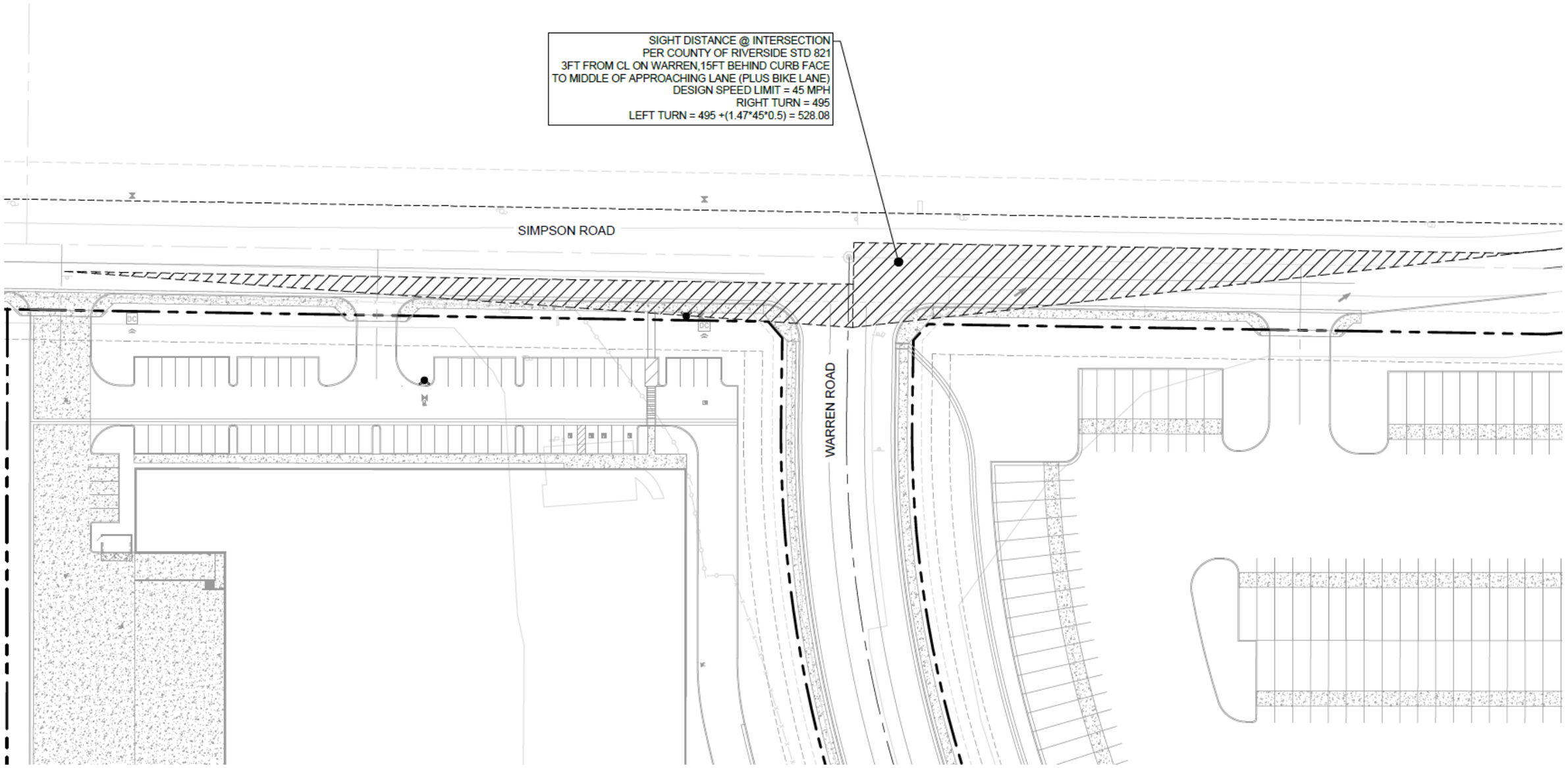


Figure 5.8b: Driveway Sight Distance Exhibits

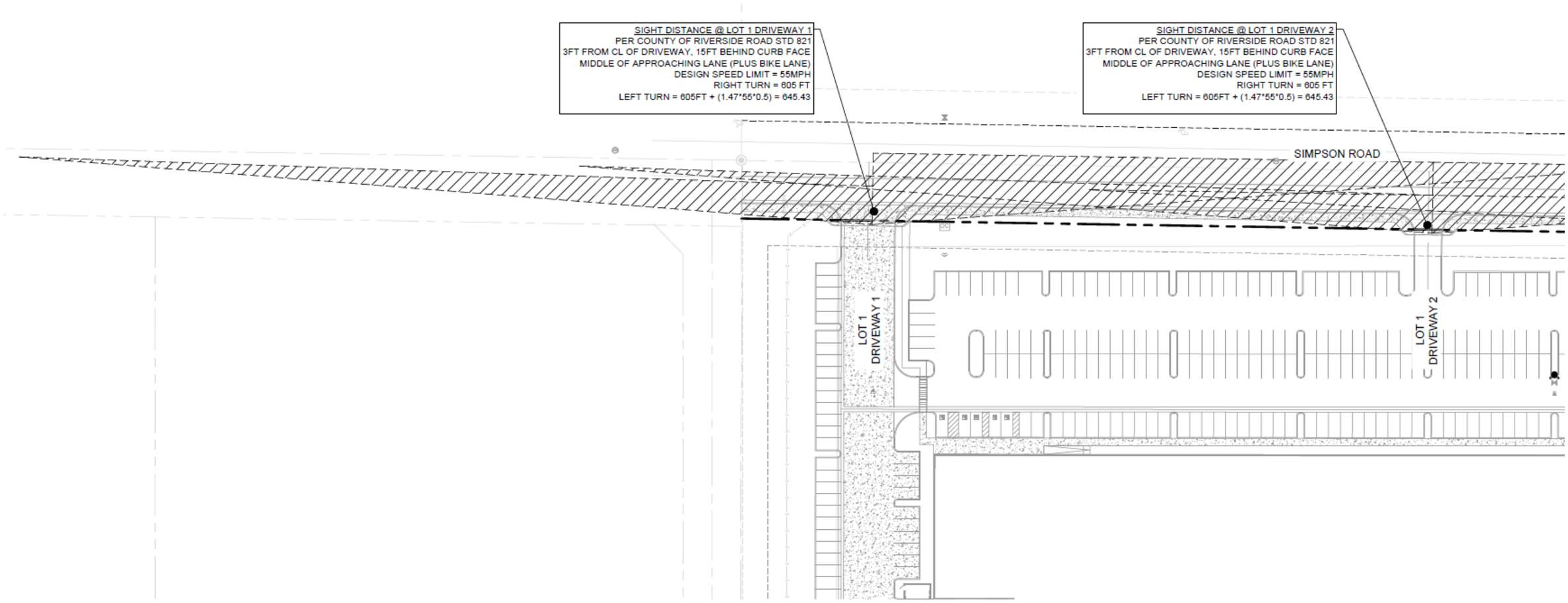


Figure 5.8c: Driveway Sight Distance Exhibits

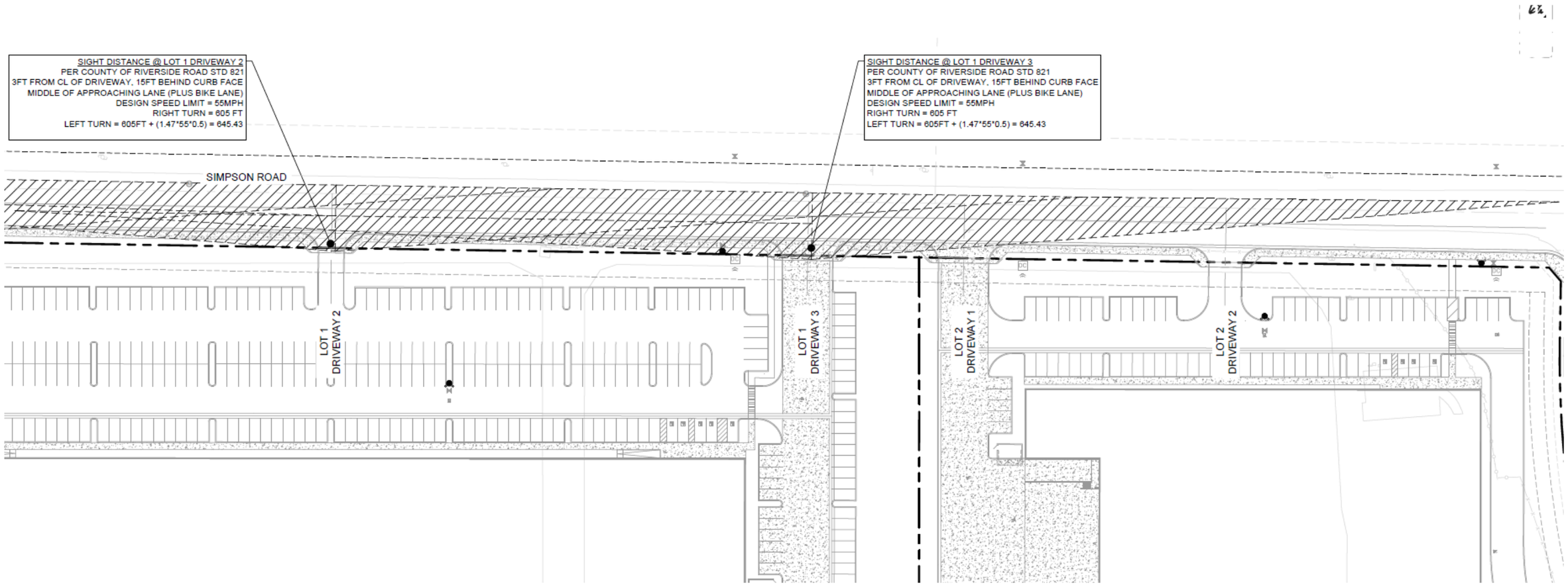


Figure 5.8d: Driveway Sight Distance Exhibits

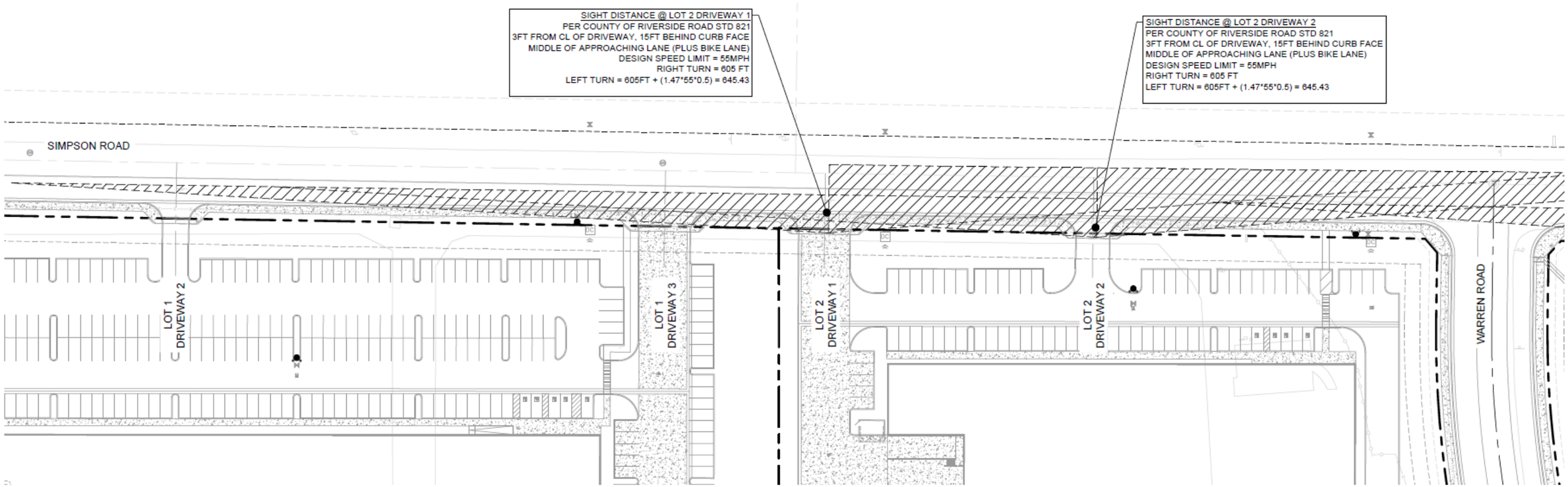


Figure 5.8e: Driveway Sight Distance Exhibits

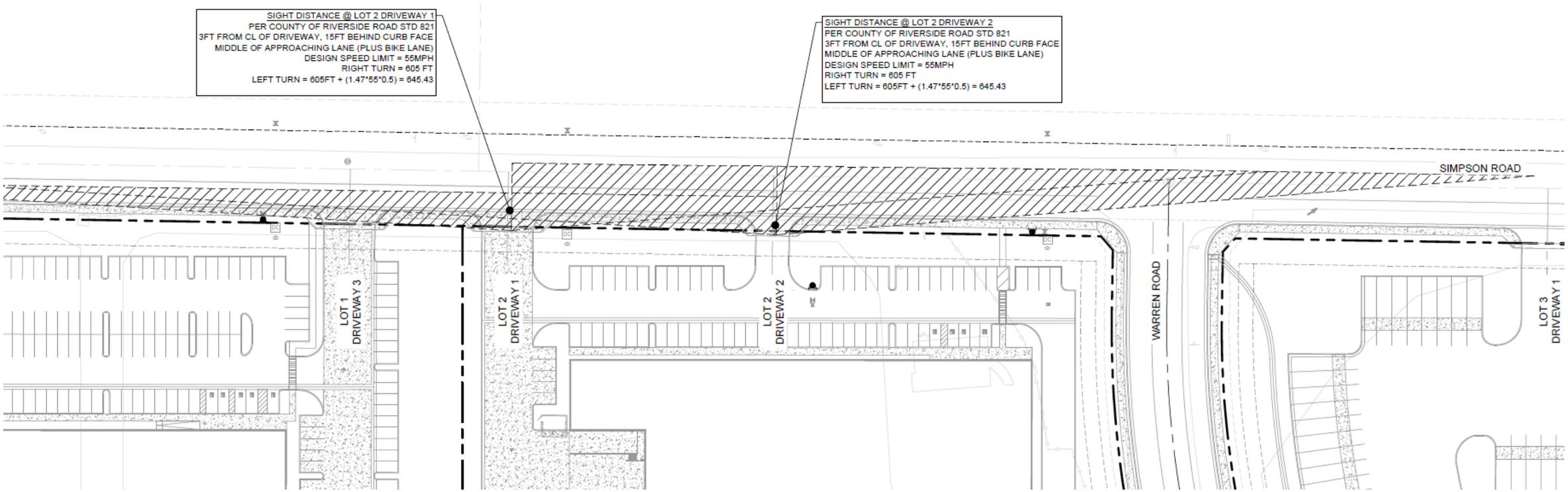
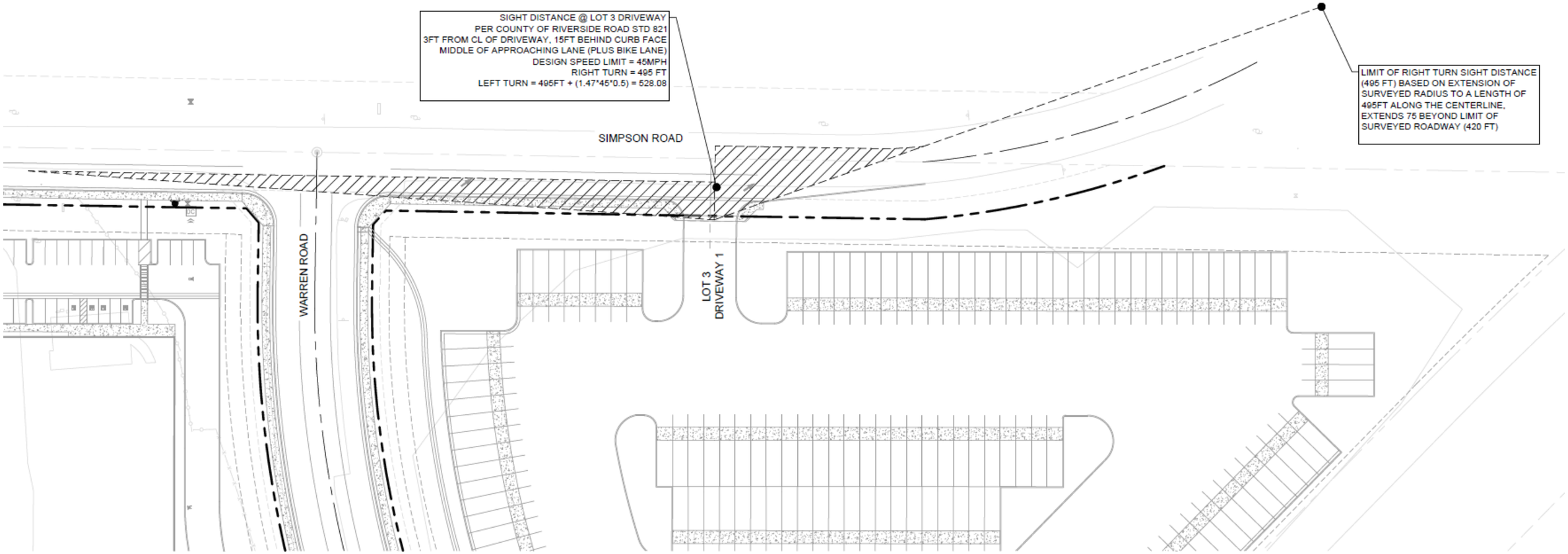


Figure 5.8f: Driveway Sight Distance Exhibits



6 RECOMMENDATIONS FOR IMPROVEMENTS AND PROJECT FAIR SHARE

6.1 Recommendations for LOS Improvements

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

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

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

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

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

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

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

Table 6.1: Project Completion Conditions Recommended Improvements

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

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

Table 6.2: Cumulative Conditions Recommended Improvements

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

AWSC = All Way Stop Control

TWSC = Two Way Stop Control

Delay Reported in Seconds per Vehicle

LOS = Level of Service

Unsatisfactory Level of Service

6.2 Project Fair Share

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

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

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

#5- Warren Road/Domenigoni Parkway: 10.11%

#7- Warren Road/Stetson Avenue: 23.33%

Table 6.3: Cumulative Conditions Project Fair Share

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

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

APPENDIX A – SCOPE OF WORK

PROJECT SCOPING FORM FOR TRAFFIC ANALYSIS

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

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

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

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

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

Current GP Land Use *Community Commercial, Business Park* Proposed Land Use Business Park

Current Zoning General Commercial, Business Park Proposed Zoning Business Park

Building 1 (883,080 SF)

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
Weekday AM Trips	0	0	0	83	25	108
Weekday PM Trips	0	0	0	41	105	146

Building 2 (307,880 SF)

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
Weekday AM Trips	0	0	0	29	9	38
Weekday PM Trips	0	0	0	14	37	51

Internal Trip Allowance ☐ Yes ☑ No (_____% Trip Discount)
Pass-By Trip Allowance ☐ Yes ☑ No (_____% Trip Discount)

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

B. Trip Geographic Distribution: (Please see attached exhibit)

	N	S	E	W
Car:	23 %	25 %	32 %	20 %
Truck:	0 %	15 %	20 %	65 %

C. Background Traffic

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

Phase Year(s) _____

Other area projects to be analyzed: _____

Model/Forecast methodology Build-Up Method

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

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

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

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

E. Other Jurisdictional Impacts

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries?If so, name of City Jurisdiction: County of Riverside

☑ Yes ☐ No

F. Site Plan Please see attached

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

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

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

H. Existing Conditions

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

New counts will be collected at the study intersections.

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

Recommended by:

Abby Pal — 9/13/2023

Consultant's Representative — Date

Approved Project Scoping Form:

City of Hemet Engineering Department — Date

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

Revised on 9/13/2023,

Table 1: Proposed Trip Generation

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

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

[1] Trip rates and truck percentages from the TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

[2] Passenger Car Equivalent (PCE) factors from the Reiverside County Transportation Analysis Guidelines, December 2020.

Table 2: Proposed Project Driveway Access

	Auto Access	Truck Access	Left-In	Left-Out	Right-In	Right-Out
Lot 1 Driveway 1	Yes	Yes	Yes	Yes	Yes	Yes
Lot 1 Driveway 2	Yes	No	Yes	Yes	Yes	Yes
Lot 1 Driveway 3	Yes	Yes	No	No	Yes	Yes
Lot 2 Driveway 1	Yes	Yes	Yes	Yes	Yes	Yes
Lot 2 Driveway 2	Yes	No	No	No	Yes	Yes
Lot 3 Driveway 1	Yes	Yes	Yes	Yes	Yes	Yes

Figure 1: Site Plan

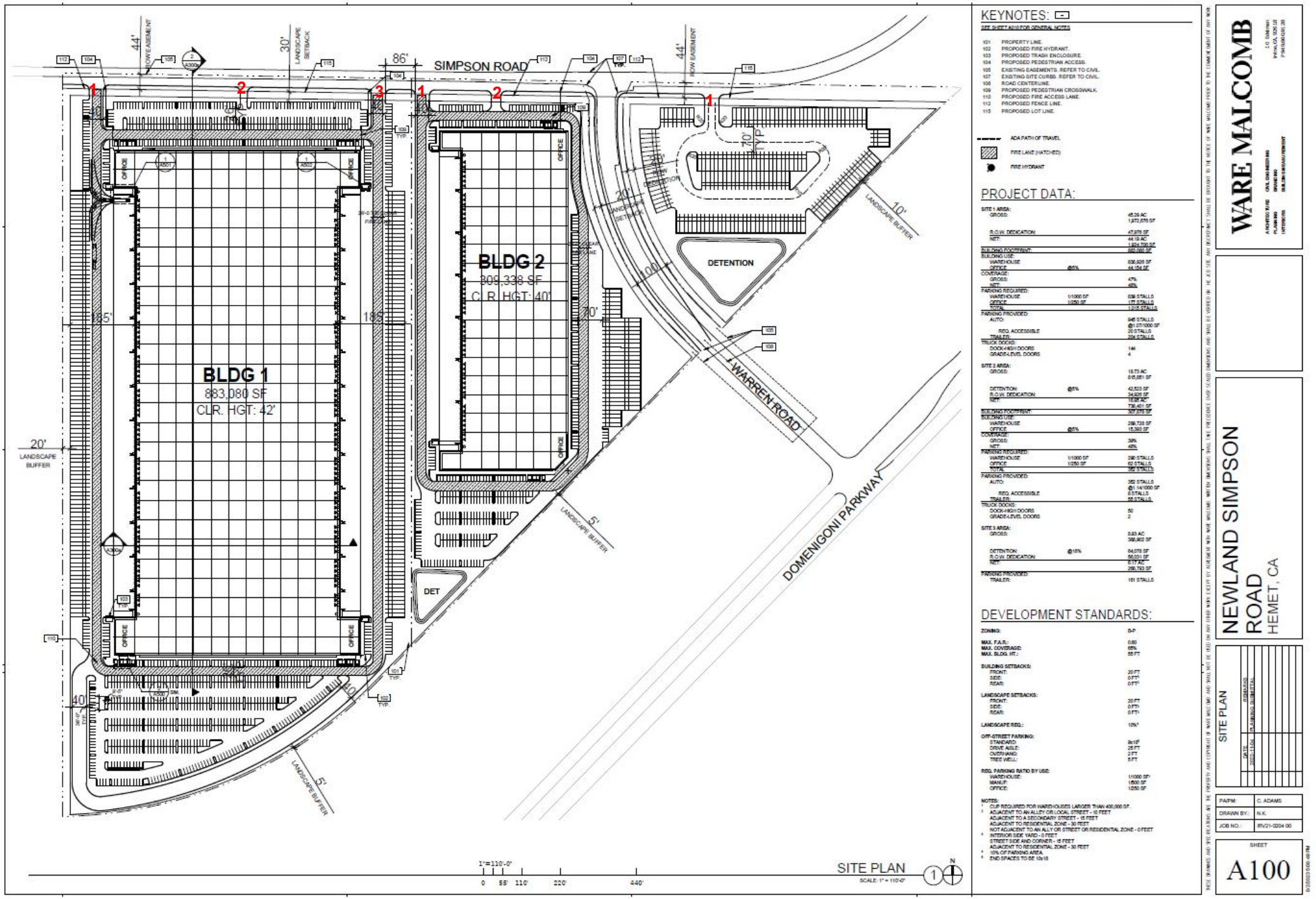


Figure 2: Proposed Passenger Vehicle Trip Distribution

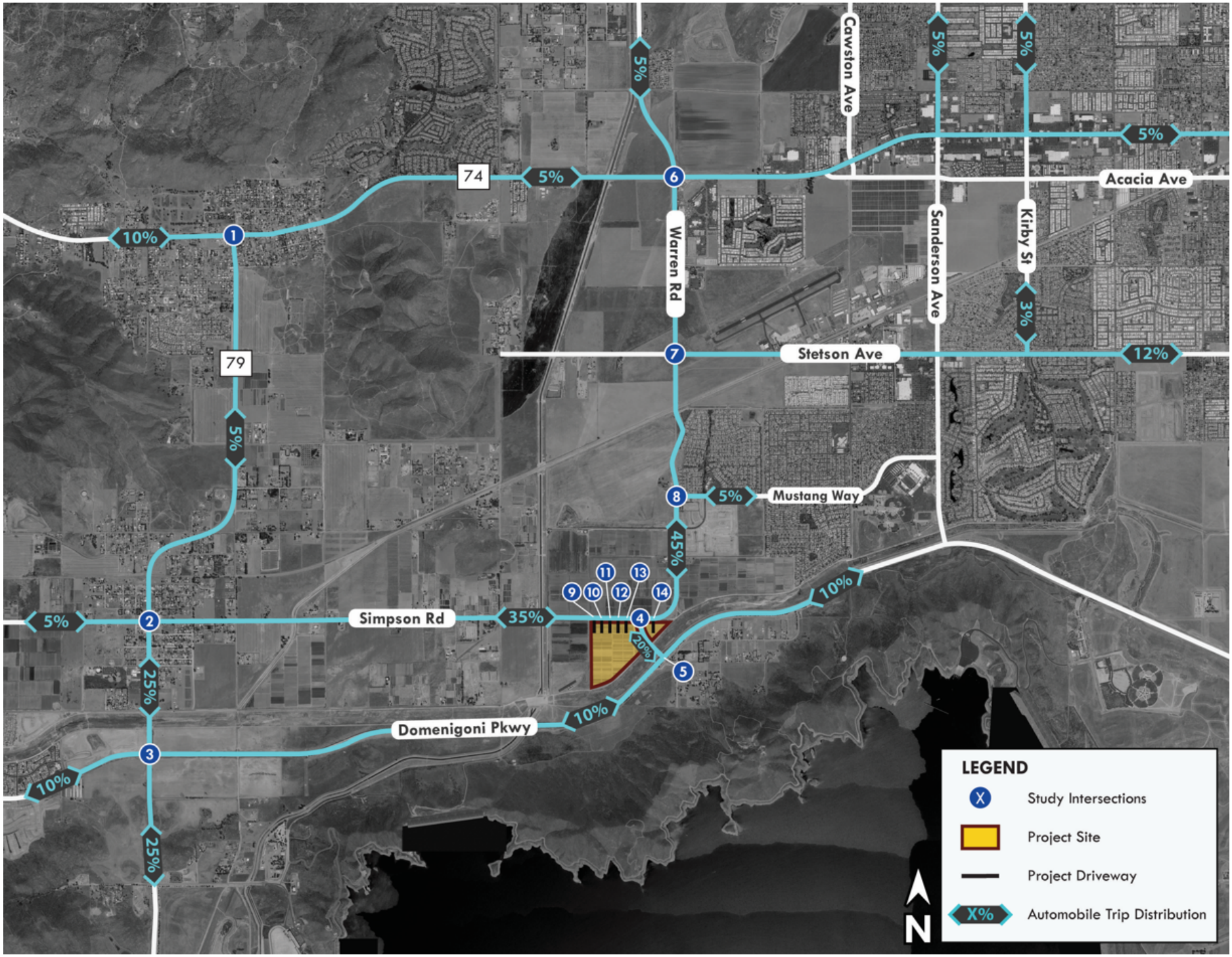


Figure 3: Proposed Truck Trip Distribution

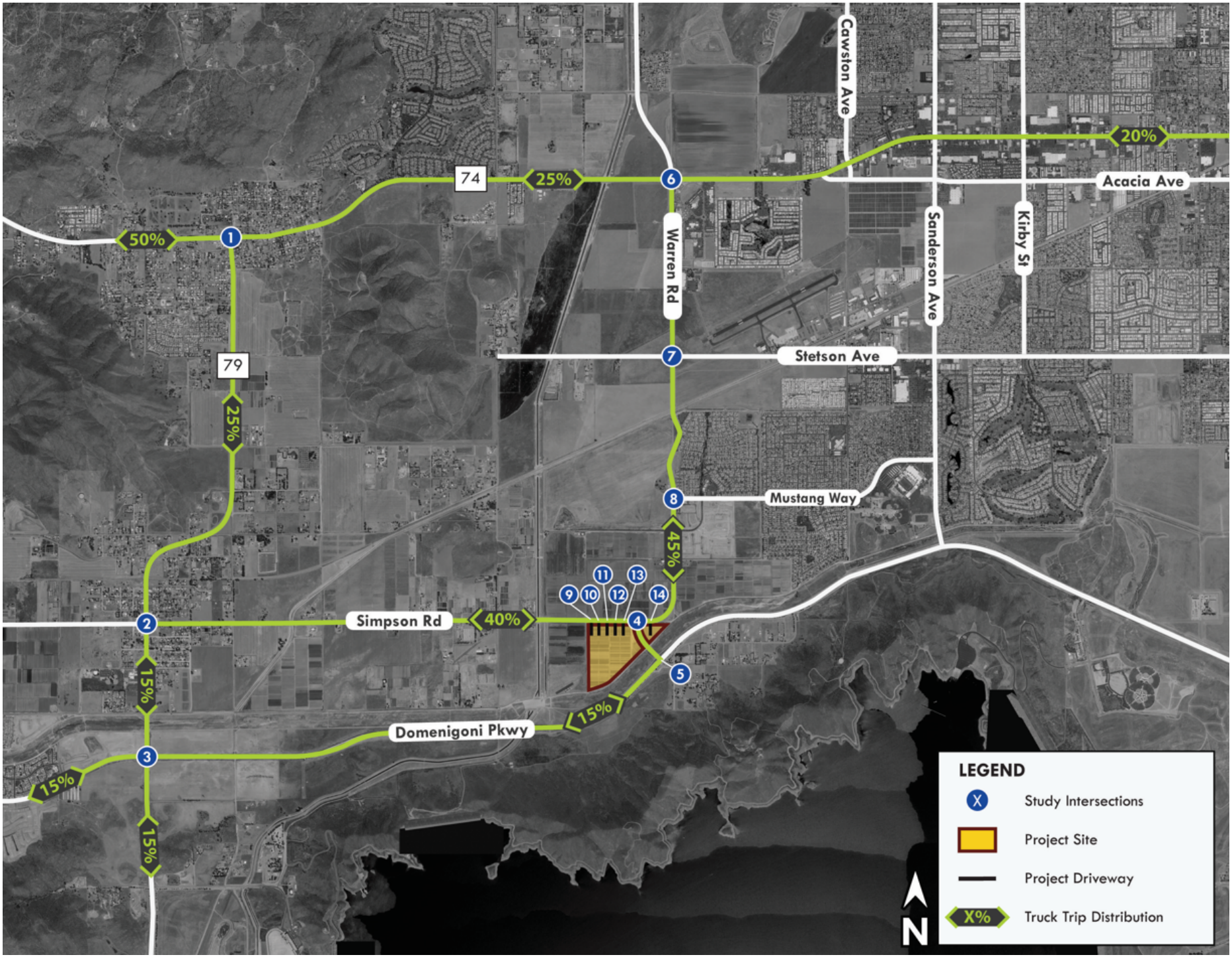
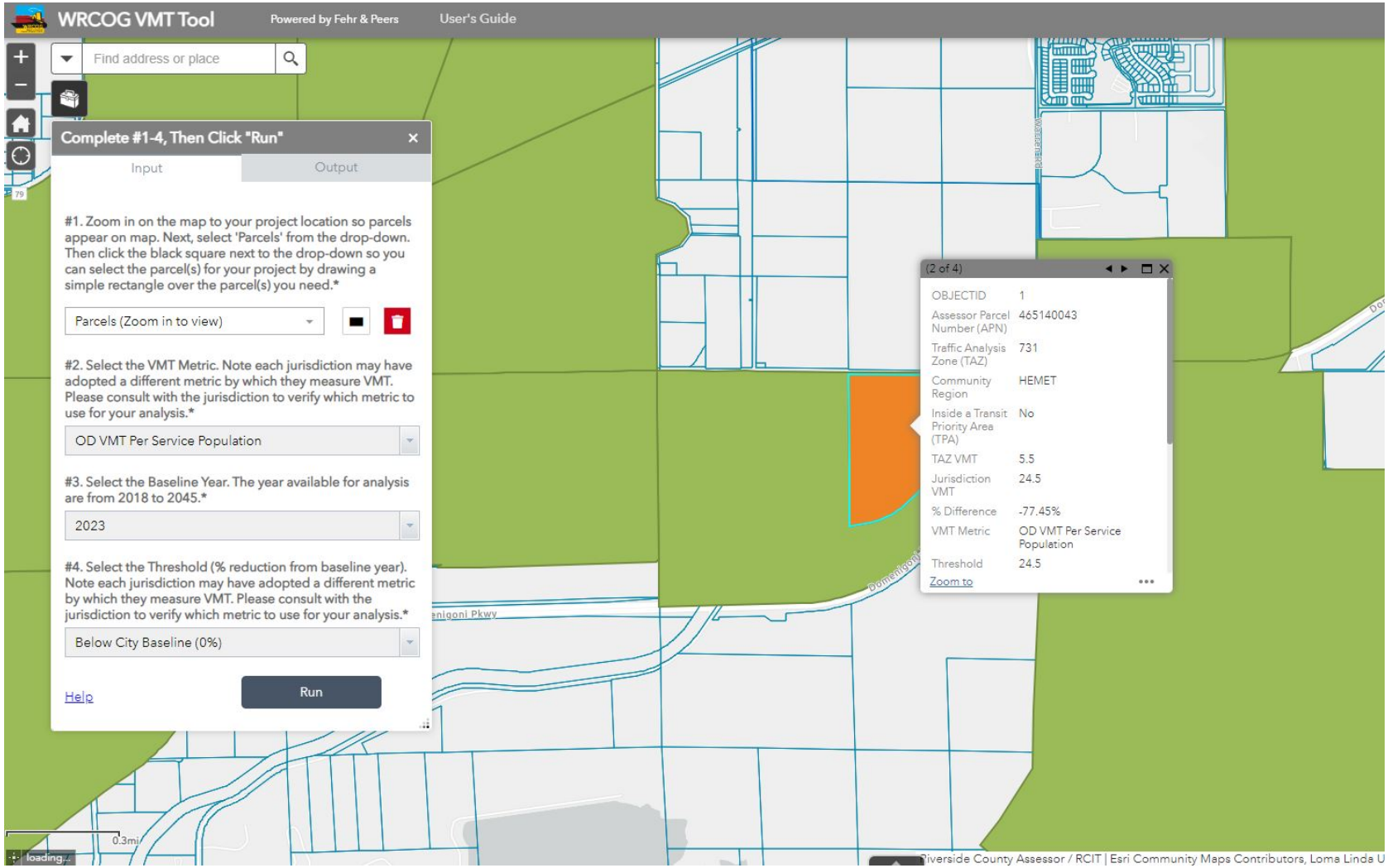
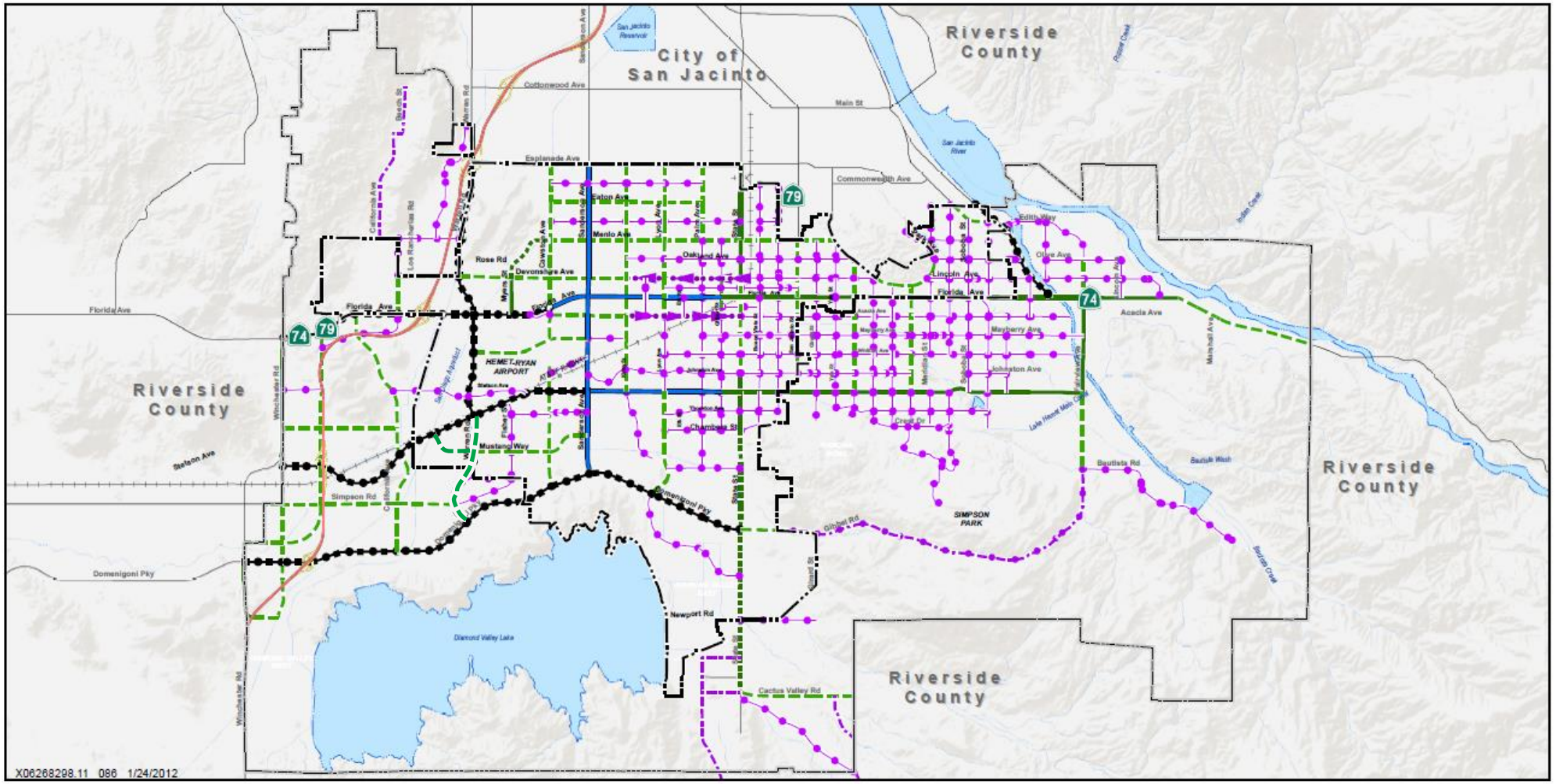


Figure 4: WRCOG Low VMT Area Screening





LEGEND

Circulation System

- Arterial 6D
- Major 4D-6D
- Divided Secondary-A 4D
- Divided Secondary-B 4D
- Secondary 4U
- Express Collector 3U
- Collector 2U
- Rural-A 2U
- Rural-B 2U

SR-79 Realignment

- Expressway
- Ramps

- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Creek/Canal
- River/Lake

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

1 0.5 0 1 2 Miles

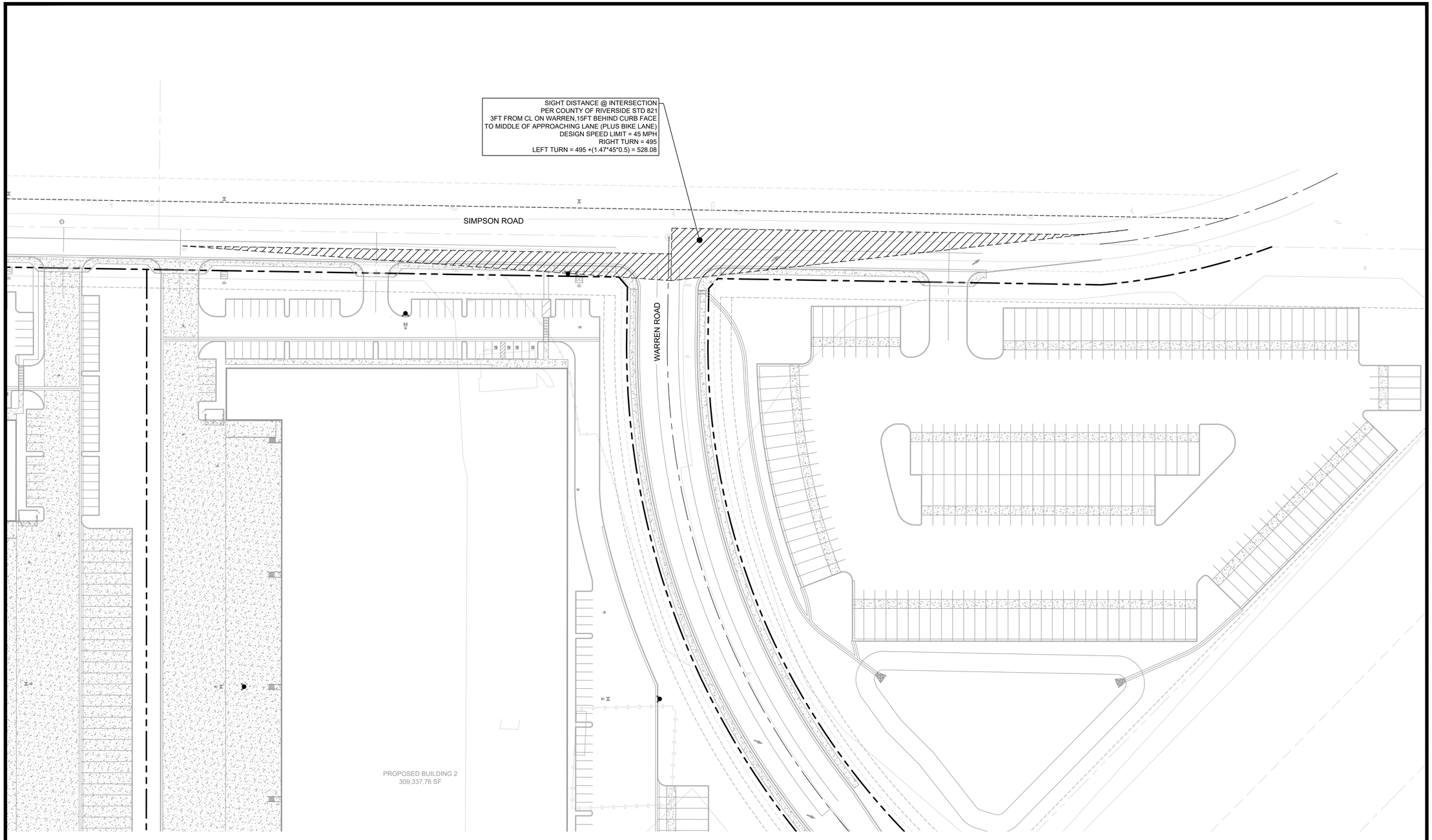
Note: The ultimate design and alignment of the proposed Hwy 79 has not yet been adopted and will be determined upon approval of the project by Caltrans and the Riverside County Transportation Commission. The adopted design alternative may result in changes to the circulation network shown on this Figure,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

Last Updated:

GPA 15-002 February 23, 2021

Figure 4.1
ROADWAY CIRCULATION MASTER PLAN
Hemet General Plan

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FOR AND ON BEHALF
OF WARE MALCOMB

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

NO.	DATE	REMARKS
01	09/11/23	PER SIGHT DISTANCE CALC REV

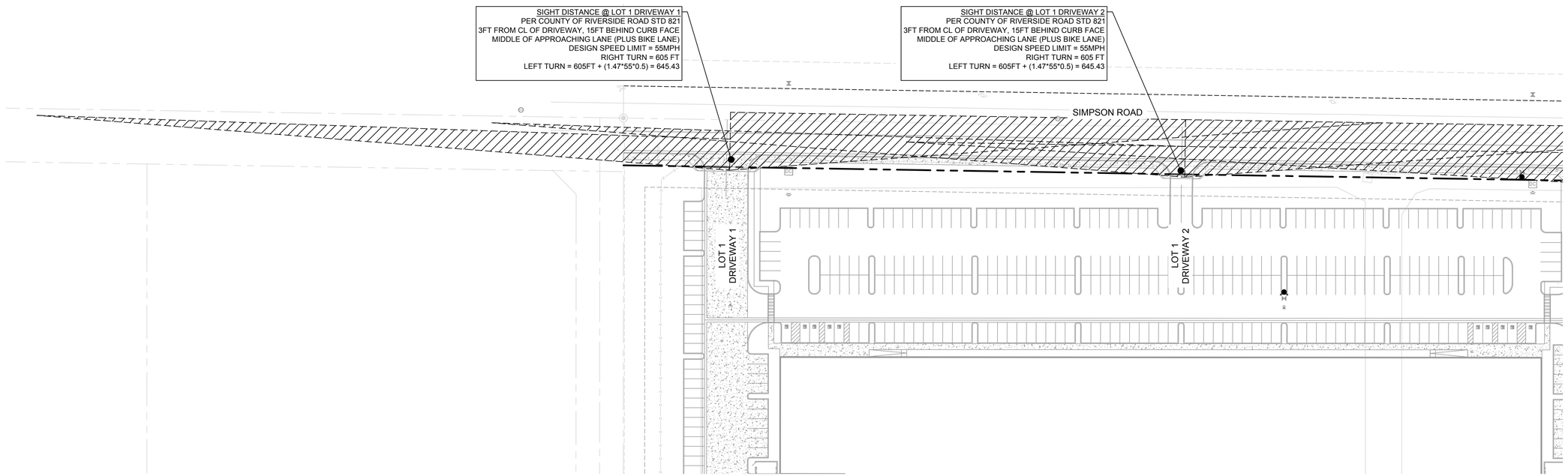
WARREN RD & SIMPSON RD

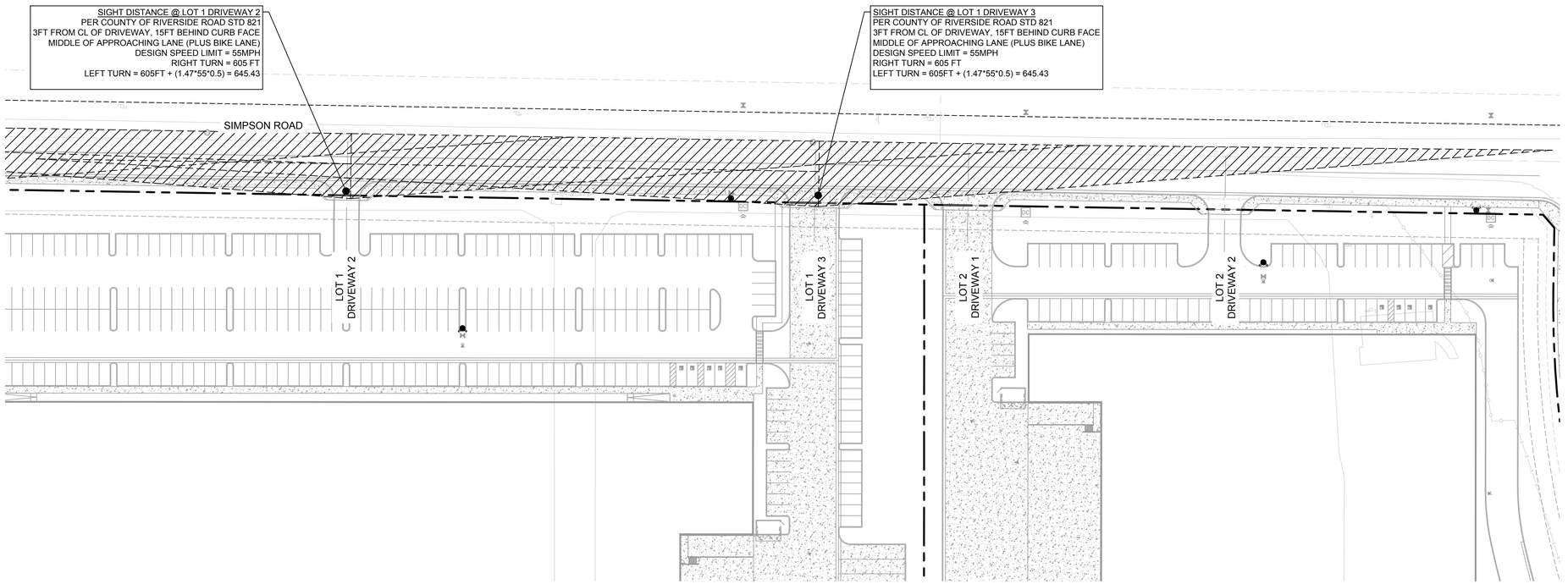
JOB NO.:	IRV21-0204
PA / PM:	L. CORSBIE
DESIGNED:	C. PATTERSON
DATE:	07/25/23
PLOT DATE:	09/13/23

SHEET
EX-01
Sheet 01 of 04

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

DRIVEWAY - LOT 1

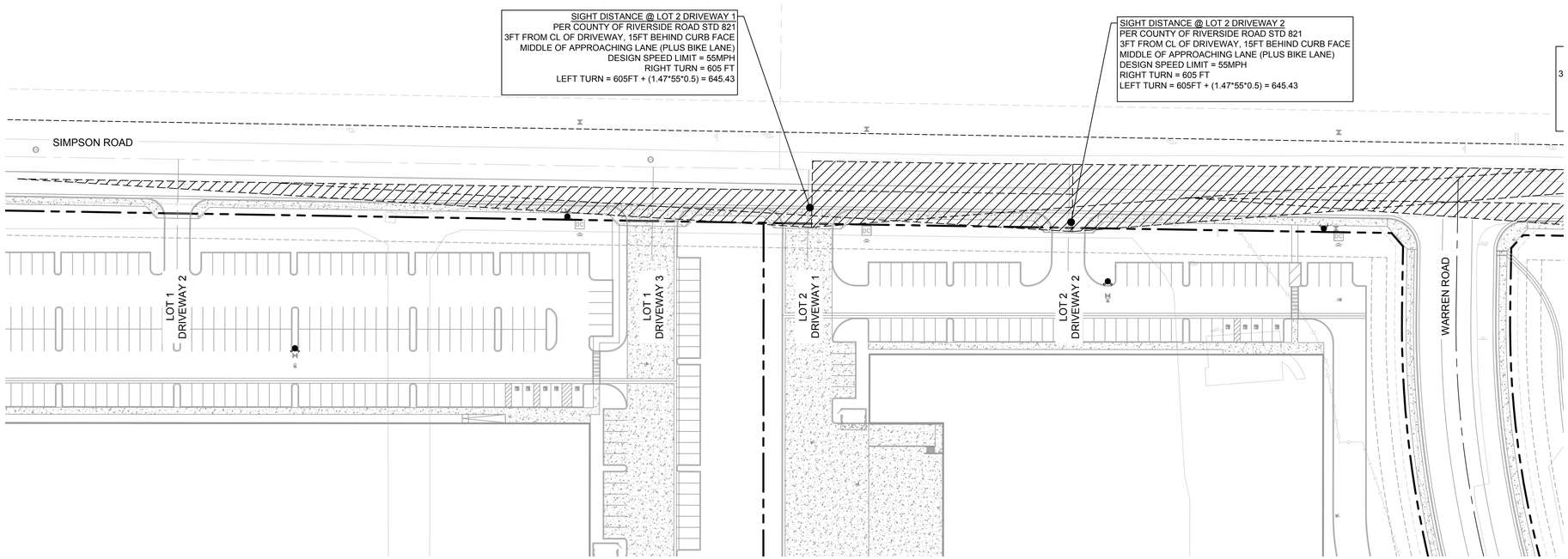
NO	DATE	REMARKS
01	09/11/23	PER SIGHT DISTANCE CALC REV

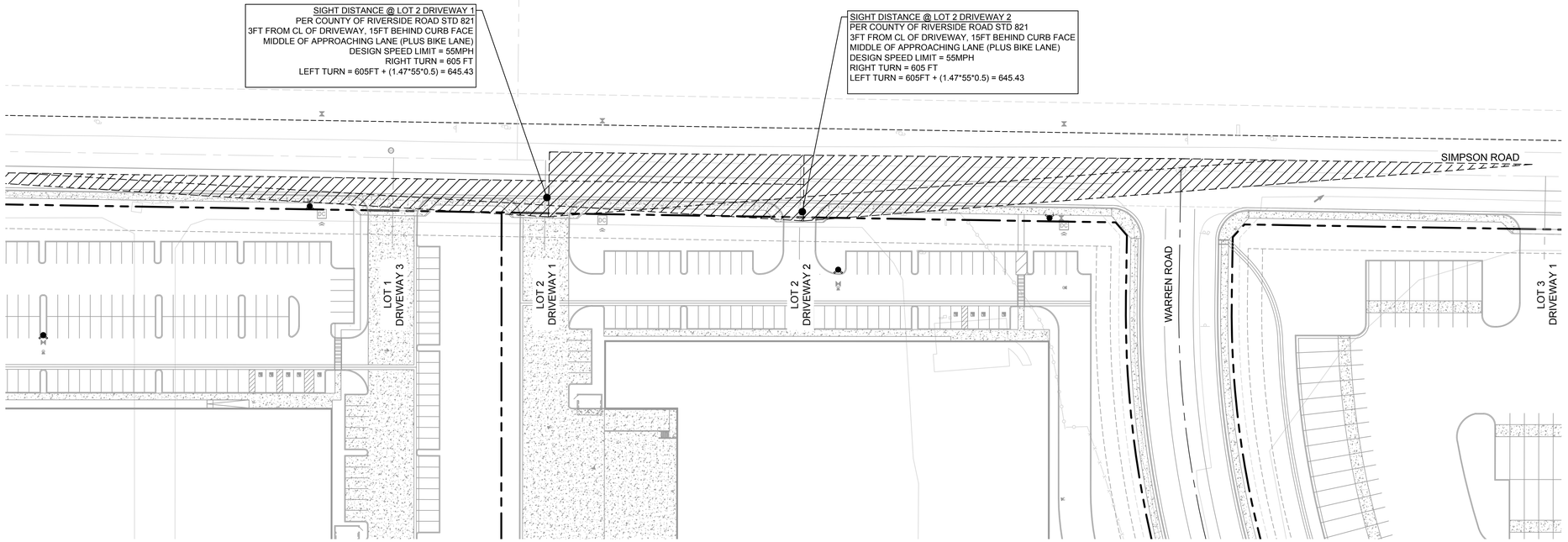
JOB NO.:	IRV21-0204
PA / PM:	L. CORSBIE
DESIGNED:	C. PATTERSON
DATE:	07/25/23
PLOT DATE:	09/12/23

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

DRIVEWAY - LOT 2

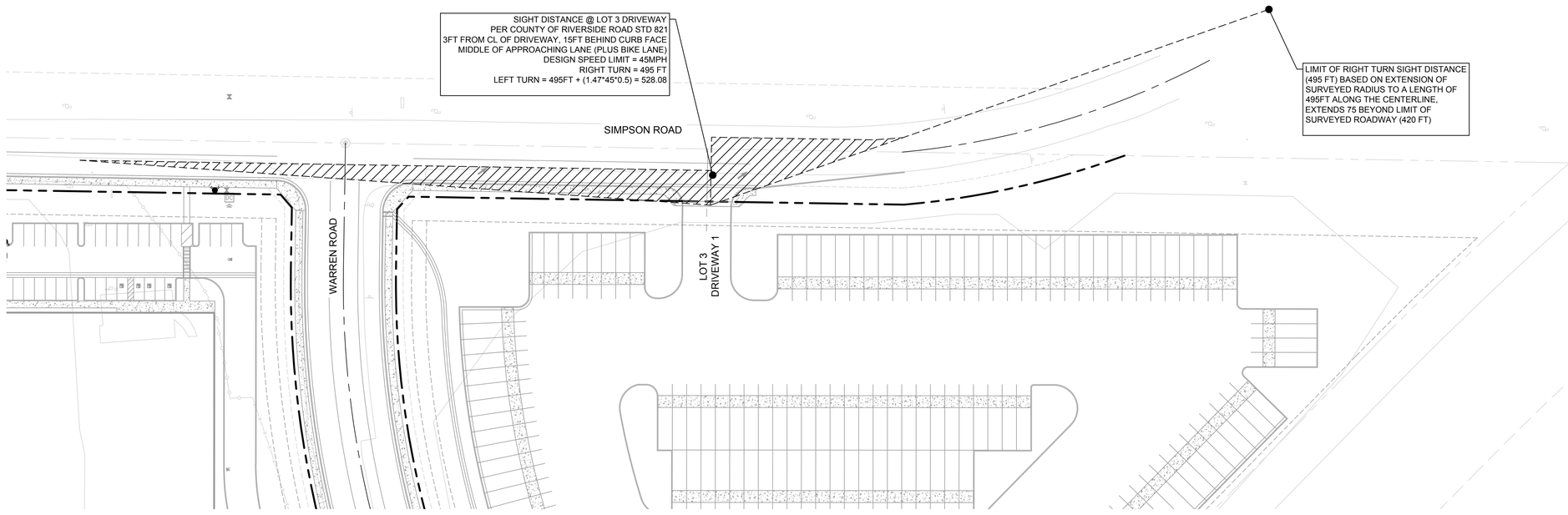
NO.	DATE	REMARKS

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

SHEET
EX-03
Sheet 03 of 04

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FOR AND ON BEHALF
OF WARE MALCOMB

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

DRIVEWAY - LOT 3

NO.	DATE	REMARKS

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

SHEET
EX-04
Sheet 04 of 04

THESE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF WARE MALCOMB AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY AGREEMENT WITH WARE MALCOMB. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND SHALL BE VERIFIED ON THE JOB SITE. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF WARE MALCOMB PRIOR TO THE COMMENCEMENT OF ANY WORK
NOT FOR CONSTRUCTION

APPENDIX B – COUNT SHEETS

INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

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

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND SR-74			WESTBOUND SR-74			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	21	4	74	1	3	3	2	152	21	125	186	4	596
	7:15 AM	32	3	75	7	6	0	3	182	27	120	239	7	701
	7:30 AM	21	4	74	7	4	0	4	174	32	114	227	8	669
	7:45 AM	20	3	90	6	3	1	1	229	38	114	177	9	691
	8:00 AM	21	8	82	7	6	0	3	186	23	114	130	5	585
	8:15 AM	24	1	79	7	6	0	4	174	14	117	161	8	595
	8:30 AM	21	1	75	2	4	2	1	206	24	89	154	2	581
	8:45 AM	22	1	74	0	5	0	1	178	21	97	159	4	562
	VOLUMES	182	25	623	37	37	6	19	1,481	200	890	1,433	47	4,980
	APPROACH %	22%	3%	75%	46%	46%	8%	1%	87%	12%	38%	60%	2%	
	APP/DEPART	830	/	90	80	/	1,124	1,700	/	2,144	2,370	/	1,622	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	94	14	313	21	16	4	10	737	118	473	829	28	2,657
	APPROACH %	22%	3%	74%	51%	39%	10%	1%	85%	14%	36%	62%	2%	
	PEAK HR FACTOR		0.931			0.788			0.807			0.908		0.948
	APP/DEPART	421	/	52	41	/	606	865	/	1,072	1,330	/	927	0
PM	4:00 PM	38	3	122	3	1	3	3	235	23	118	205	6	760
	4:15 PM	27	1	118	3	1	0	4	282	32	80	176	2	726
	4:30 PM	29	7	124	6	2	0	3	212	23	112	224	7	749
	4:45 PM	29	1	137	3	5	1	5	266	27	93	167	7	741
	5:00 PM	36	0	124	4	5	1	5	248	21	93	205	12	754
	5:15 PM	34	5	124	8	3	3	10	237	22	101	229	3	779
	5:30 PM	34	1	102	6	5	2	3	217	14	99	207	9	699
	5:45 PM	30	2	112	3	4	2	3	192	20	104	194	5	671
	VOLUMES	257	20	963	36	26	12	36	1,889	182	800	1,607	51	5,879
	APPROACH %	21%	2%	78%	49%	35%	16%	2%	90%	9%	33%	65%	2%	
	APP/DEPART	1,240	/	100	74	/	1,006	2,107	/	2,890	2,458	/	1,883	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	128	13	509	21	15	5	23	963	93	399	825	29	3,023
	APPROACH %	20%	2%	78%	51%	37%	12%	2%	89%	9%	32%	66%	2%	
	PEAK HR FACTOR		0.973			0.732			0.905			0.913		0.970
	APP/DEPART	650	/	61	41	/	506	1,079	/	1,494	1,253	/	962	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	2	2
0	0	1	3	4
0	0	0	0	0
0	0	1	0	1
0	0	2	0	2
0	0	0	1	1
0	0	1	0	1
0	0	1	0	1
0	0	1	1	2
0	0	1	0	1
0	0	7	2	9

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
39	2	4	0
51	0	6	0
48	0	13	1
39	1	16	1
37	0	11	0
29	0	4	1
40	1	6	0
37	0	5	1
320	4	65	4
177	3	39	2
42	3	7	0
40	0	16	0
42	0	8	1
60	0	17	2
47	1	8	2
42	0	10	0
41	1	5	2
51	0	11	2
365	5	82	9
191	1	43	5

SR-79
NORTH SIDE

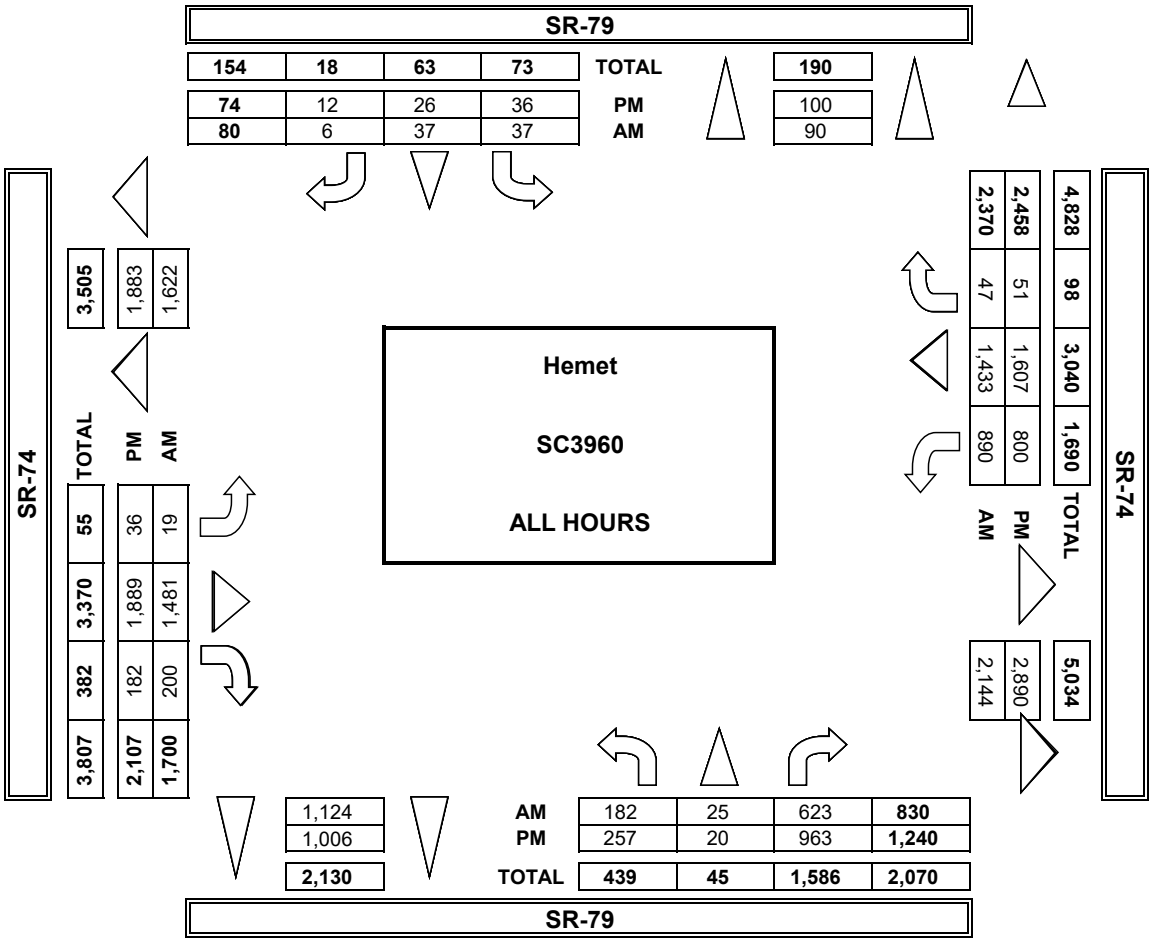
SR-74 WEST SIDE — EAST SIDE **SR-74**

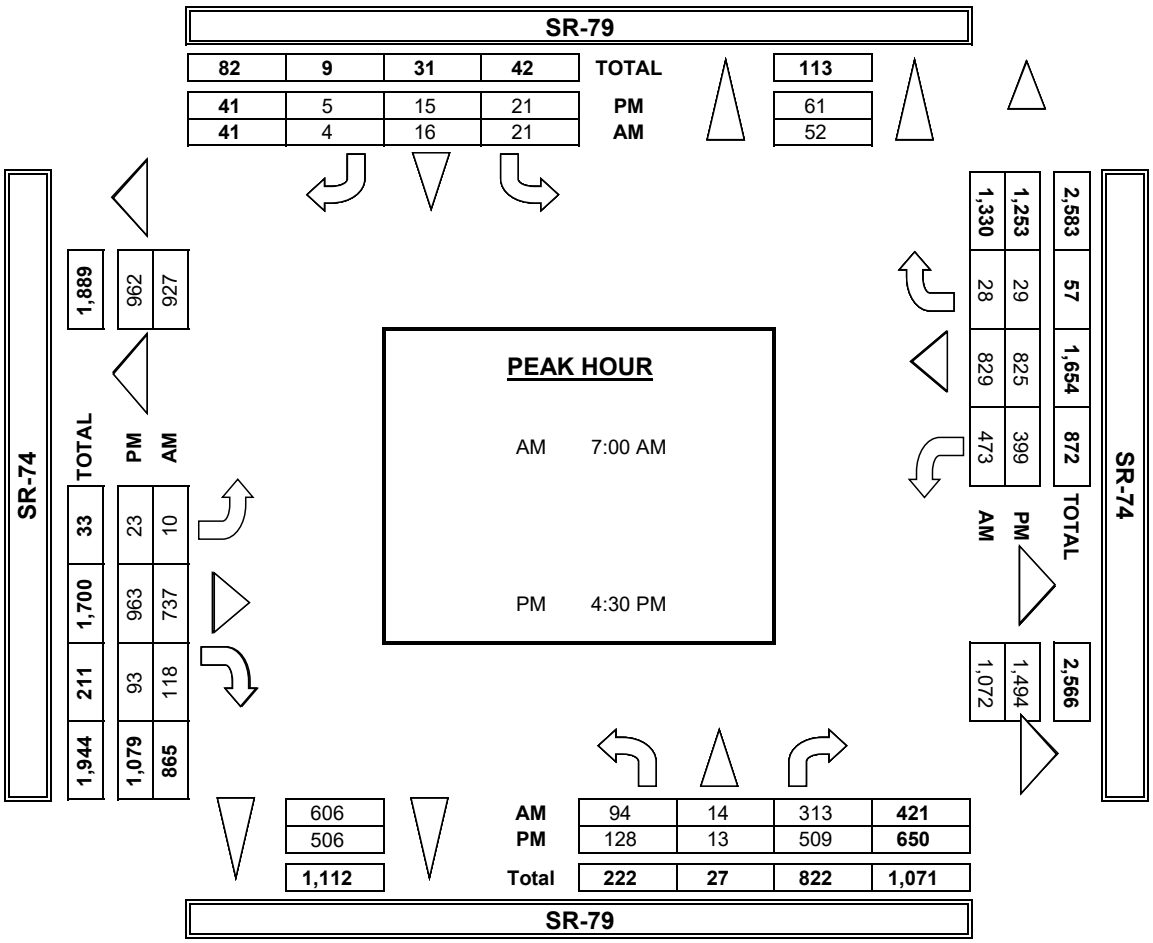
SOUTH SIDE
SR-79

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	2	1	0	3	0	2	0	0	2	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	2	2	0	4	0	2	1	0	3	0	0	1	0	1
PM	4:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	4:15 PM	0	1	1	1	3	0	1	1	1	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	5:30 PM	0	1	1	0	2	0	1	0	0	1	0	0	1	0	1
	5:45 PM	0	2	1	0	3	0	2	1	0	3	0	0	0	0	0
	TOTAL	0	6	4	1	11	0	6	3	1	10	0	0	1	0	1

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

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

NOTES:

PCE Adjusted									
Class	1	2	3	4	5	6			
Factor	1	1.5	2	3	2	2			

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	26	4	78	1	3	3	3	184	25	130	215	5	675					0
	7:15 AM	38	3	81	7	7	0	5	215	31	127	257	8	777					0
	7:30 AM	28	4	83	7	4	0	5	197	37	124	243	11	742					0
	7:45 AM	21	4	99	6	3	3	1	263	43	123	194	13	770					0
	8:00 AM	26	9	95	8	7	0	3	210	26	128	141	5	654					0
	8:15 AM	26	1	89	7	8	0	6	204	19	126	183	9	676					0
	8:30 AM	23	1	81	2	5	3	1	237	25	98	171	2	647					0
	8:45 AM	29	2	82	0	5	0	1	211	22	109	185	4	647					0
	VOLUMES	216	27	686	38	41	9	24	1,718	226	963	1,587	55	5,586	0	0	0	0	0
	APPROACH %	23%	3%	74%	43%	47%	10%	1%	87%	11%	37%	61%	2%						
	APP/DEPART	928	/	105	87	/	1,229	1,968	/	2,441	2,604	/	1,812	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	113	15	340	21	17	6	13	857	136	503	909	35	2,963					
		118	15	353	22	17	6	14	891	141	523	945	36						
	APPROACH %	24%	3%	73%	48%	38%	14%	1%	85%	13%	35%	63%	2%						
	PEAK HR FACTOR		0.949			0.806			0.821			0.925		0.954					
	APP/DEPART	467	/	63	44	/	655	1,006	/	1,218	1,447	/	1,028	0					
PM	4:00 PM	41	3	130	3	1	3	4	259	24	130	224	7	827					0
	4:15 PM	28	1	126	3	1	0	5	300	33	84	192	2	774					0
	4:30 PM	34	10	128	6	2	0	3	224	25	118	240	7	795					0
	4:45 PM	30	1	144	5	6	1	5	286	27	96	175	8	783					0
	5:00 PM	39	0	136	4	5	2	5	261	23	97	211	15	797					0
	5:15 PM	36	5	129	8	3	3	11	251	26	106	251	3	830					0
	5:30 PM	40	1	107	7	5	4	3	231	15	104	224	11	751					0
	5:45 PM	36	2	121	3	4	3	3	205	22	112	202	5	717					0
	VOLUMES	284	23	1,019	39	27	15	38	2,016	194	845	1,717	58	6,271	0	0	0	0	0
	APPROACH %	21%	2%	77%	48%	33%	19%	2%	90%	9%	32%	66%	2%						
	APP/DEPART	1,325	/	118	80	/	1,066	2,248	/	3,073	2,619	/	2,015	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	139	16	536	23	16	6	24	1,021	101	416	876	33	3,203					
		145	16	557	24	16	6	24	1,062	105	432	911	34						
	APPROACH %	20%	2%	78%	52%	35%	13%	2%	89%	9%	31%	66%	2%						
	PEAK HR FACTOR		0.986			0.786			0.902			0.909		0.965					
	APP/DEPART	690	/	72	44	/	532	1,145	/	1,580	1,324	/	1,021	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND SR-74			WESTBOUND SR-74			
LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 0	TOTAL
7:00 AM	17	4	68	1	3	3	1	120	16	118	157	3	511
7:15 AM	27	3	69	7	5	0	2	152	22	111	216	6	620
7:30 AM	14	4	68	7	4	0	3	147	25	106	205	6	589
7:45 AM	18	2	81	6	3	0	1	194	33	107	158	5	608
8:00 AM	16	7	69	6	4	0	3	162	20	101	118	5	511
8:15 AM	20	1	70	7	4	0	2	148	11	103	137	7	510
8:30 AM	18	1	68	2	3	1	1	177	23	79	139	2	514
8:45 AM	18	0	68	0	5	0	1	144	19	85	122	4	466
AM VOLUMES	148	22	561	36	31	4	14	1,244	169	810	1,252	38	4,329
AM APPROACH %	20%	3%	77%	51%	44%	6%	1%	87%	12%	39%	60%	2%	
AM APP/DEPART	731	/	73	71	/	1,008	1,427	/	1,843	2,100	/	1,405	0
AM BEGIN PEAK HR		7:00 AM											
AM VOLUMES	76	13	286	21	15	3	7	613	96	441	736	20	2,328
AM APPROACH %	20%	3%	76%	54%	38%	8%	1%	86%	13%	37%	61%	2%	
AM PEAK HR FACTOR		0.928			0.813			0.785			0.899		0.939
AM APP/DEPART	375	/	40	39	/	552	716	/	921	1,198	/	815	0
4:00 PM	33	3	111	3	1	3	2	211	21	107	180	5	680
4:15 PM	25	1	106	3	1	0	3	258	30	76	158	2	663
4:30 PM	23	5	119	6	2	0	3	195	20	105	202	7	687
4:45 PM	27	1	127	2	4	1	5	241	27	87	153	6	681
5:00 PM	33	0	117	4	5	0	5	232	20	90	195	10	711
5:15 PM	30	5	118	8	3	3	9	212	20	96	209	3	716
5:30 PM	31	1	96	5	5	1	3	202	12	93	190	8	647
5:45 PM	25	2	104	3	4	1	3	177	17	97	185	5	623
PM VOLUMES	227	18	898	34	25	9	33	1,728	167	751	1,472	46	5,408
PM APPROACH %	20%	2%	79%	50%	37%	13%	2%	90%	9%	33%	65%	2%	
PM APP/DEPART	1,143	/	90	68	/	941	1,928	/	2,662	2,269	/	1,715	0
PM BEGIN PEAK HR		4:30 PM											
PM VOLUMES	113	11	481	20	14	4	18	880	87	377	759	26	2,795
PM APPROACH %	19%	2%	80%	53%	37%	11%	2%	89%	9%	32%	65%	2%	
PM PEAK HR FACTOR		0.976			0.679			0.906			0.926		0.976
PM APP/DEPART	605	/	55	38	/	478	989	/	1,382	1,163	/	880	0

U-TURNS

	NB	SB	EB	WB	TTL
AM	0	0	0	0	0
	0	0	0	1	1
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	1	0	1
	0	0	0	0	0
	0	0	0	1	1
AM	0	0	1	2	3
PM	0	0	0	0	0
	0	0	1	0	1
	0	0	2	0	2
	0	0	0	1	1
	0	0	1	0	1
	0	0	1	0	1
	0	0	1	1	2
	0	0	1	0	1
PM	0	0	7	2	9

RTOR

	NRR 0	SRR 0	ERR 0	WRR 0
AM	36	2	4	0
	48	0	6	0
	45	0	10	1
	38	0	15	1
	32	0	10	0
	25	0	3	1
	39	0	6	0
	33	0	5	1
AM	296	2	59	4
AM	167	2	35	2
PM	40	3	7	0
	39	0	15	0
	39	0	7	1
	57	0	17	2
	42	0	8	2
	39	0	9	0
	38	0	5	2
	46	0	10	2
PM	340	3	78	9
PM	177	0	41	5

SR-79
NORTH SIDE

SR-74 WEST SIDE — EAST SIDE **SR-74**

SOUTH SIDE
SR-79

INTERSECTION TURNING MOVEMENT COUNTS

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

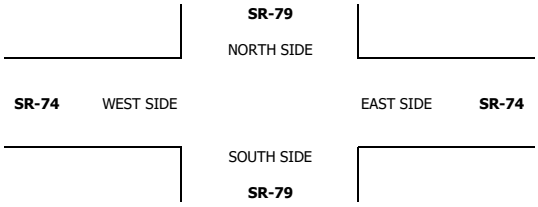
DATE:	LOCATION:	Hemet	PROJECT #:	SC3960
4/19/23	NORTH & SOUTH:	SR-79	LOCATION #:	1
WEDNESDAY	EAST & WEST:	SR-74	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS					RTOR			
LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL	NRR 0	SRR 0	ERR 0	WRR 0
AM 7:00 AM	2	0	5	0	0	0	1	17	4	6	15	1	51	0	0	0	0	0	2	0	0	0
7:15 AM	2	0	3	0	1	0	0	15	4	7	12	1	45	0	0	0	0	0	2	0	0	0
7:30 AM	4	0	2	0	0	0	1	19	6	2	16	1	51	0	0	0	0	0	0	0	3	0
7:45 AM	2	1	3	0	0	0	0	19	3	3	12	3	46	0	0	0	0	0	1	0	1	0
8:00 AM	3	1	7	1	2	0	0	13	1	7	7	0	42	0	0	0	0	0	4	0	0	0
8:15 AM	4	0	4	0	1	0	1	12	1	12	14	1	50	0	0	0	0	0	1	0	1	0
8:30 AM	2	0	4	0	1	1	0	12	1	7	7	0	35	0	0	0	0	0	0	1	0	0
8:45 AM	1	1	3	0	0	0	0	19	2	5	29	0	60	0	0	0	0	0	3	0	0	0
VOLUMES	20	3	31	1	5	1	3	126	22	49	112	7	380	0	0	0	0	0	13	1	5	0
APPROACH %	37%	6%	57%	14%	71%	14%	2%	83%	15%	29%	67%	4%										
APP/DEPART	54	/	13	7	/	76	151	/	158	168	/	133	0									
BEGIN PEAK HR	7:00 AM																					
VOLUMES	10	1	13	0	1	0	2	70	17	18	55	6	193						5	0	4	0
APPROACH %	42%	4%	54%	0%	100%	0%	2%	79%	19%	23%	70%	8%										
PEAK HR FACTOR	0.857			0.250			0.856			0.898			0.946									
APP/DEPART	24	/	9	1	/	36	89	/	83	79	/	65	0									
PM 4:00 PM	5	0	9	0	0	0	1	14	2	5	17	0	53	0	0	0	0	0	2	0	0	0
4:15 PM	2	0	10	0	0	0	1	18	2	2	11	0	46	0	0	0	0	0	0	0	1	0
4:30 PM	4	1	3	0	0	0	0	12	3	5	17	0	45	0	0	0	0	0	2	0	1	0
4:45 PM	2	0	8	0	1	0	0	15	0	6	12	1	45	0	0	0	0	0	2	0	0	0
5:00 PM	2	0	1	0	0	1	0	12	0	1	8	0	25	0	0	0	0	0	1	1	0	0
5:15 PM	4	0	5	0	0	0	1	23	0	3	9	0	45	0	0	0	0	0	2	0	0	0
5:30 PM	0	0	5	1	0	0	0	10	2	4	11	0	33	0	0	0	0	0	2	0	0	0
5:45 PM	2	0	4	0	0	1	0	10	3	4	6	0	30	0	0	0	0	0	1	0	1	0
VOLUMES	21	1	45	1	1	2	3	114	12	30	91	1	322	0	0	0	0	0	12	1	3	0
APPROACH %	31%	1%	67%	25%	25%	50%	2%	88%	9%	25%	75%	1%										
APP/DEPART	67	/	5	4	/	43	129	/	160	122	/	114	0									
BEGIN PEAK HR	4:30 PM																					
VOLUMES	12	1	17	0	1	1	1	62	3	15	46	1	160						7	1	1	0
APPROACH %	40%	3%	57%	0%	50%	50%	2%	94%	5%	24%	74%	2%										
PEAK HR FACTOR	0.750			0.500			0.688			0.705			0.889									
APP/DEPART	30	/	3	2	/	19	66	/	79	62	/	59	0									



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

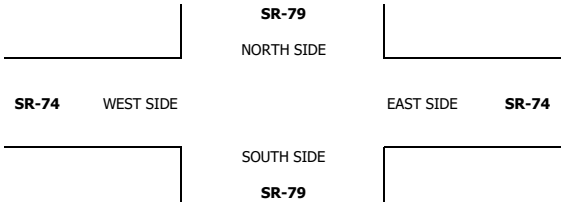
		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND SR-74			WESTBOUND SR-74			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	1	0	0	0	0	6	0	0	4	0	11
	7:15 AM	1	0	1	0	0	0	0	4	0	0	2	0	8
	7:30 AM	1	0	0	0	0	0	0	3	0	2	2	0	8
	7:45 AM	0	0	2	0	0	0	0	7	1	0	1	0	11
	8:00 AM	1	0	1	0	0	0	0	3	1	2	2	0	10
	8:15 AM	0	0	1	0	1	0	1	3	0	0	2	0	8
	8:30 AM	1	0	0	0	0	0	0	2	0	1	1	0	5
	8:45 AM	0	0	0	0	0	0	0	0	0	2	5	0	7
	VOLUMES	4	0	6	0	1	0	1	28	2	7	19	0	68
	APPROACH %	40%	0%	60%	0%	100%	0%	3%	90%	6%	27%	73%	0%	
	APP/DEPART	10	/	1	1	/	10	31	/	34	26	/	23	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	2	0	4	0	0	0	0	20	1	2	9	0	38
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	95%	5%	18%	82%	0%	
	PEAK HR FACTOR		0.750			0.000			0.656			0.688		0.864
	APP/DEPART	6	/	0	0	/	3	21	/	24	11	/	11	0
PM	4:00 PM	0	0	0	0	0	0	0	2	0	2	5	1	10
	4:15 PM	0	0	1	0	0	0	0	1	0	1	4	0	7
	4:30 PM	0	0	2	0	0	0	0	0	0	1	1	0	4
	4:45 PM	0	0	1	0	0	0	0	1	0	0	2	0	4
	5:00 PM	0	0	1	0	0	0	0	0	0	1	2	0	4
	5:15 PM	0	0	0	0	0	0	0	0	0	1	3	0	4
	5:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	3
	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	1	0	5	0	0	0	0	5	0	7	18	1	37
	APPROACH %	17%	0%	83%	0%	0%	0%	0%	100%	0%	27%	69%	4%	
	APP/DEPART	6	/	1	0	/	7	5	/	10	26	/	19	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	0	4	0	0	0	0	1	0	3	8	0	16
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	27%	73%	0%	
	PEAK HR FACTOR		0.500			0.000			0.250			0.688		1.000
	APP/DEPART	4	/	0	0	/	3	1	/	5	11	/	8	0

U-TURNS

AM NB	AM SB	AM EB	AM WB	AM TTL	PM NB	PM SB	PM EB	PM WB	PM TTL
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

RTOR

AM NRR	AM SRR	AM ERR	AM WRR	PM NRR	PM SRR	PM ERR	PM WRR
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	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
1	0	1	0	2	0	0	0
1	0	0	0	2	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND SR-74			WESTBOUND SR-74			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	2	0	0	0	0	0	0	8	1	1	7	0	19
	7:15 AM	2	0	1	0	0	0	1	10	1	1	1	0	17
	7:30 AM	2	0	4	0	0	0	0	5	1	3	2	1	18
	7:45 AM	0	0	1	0	0	1	0	8	1	3	4	1	19
	8:00 AM	1	0	3	0	0	0	0	6	0	4	2	0	16
	8:15 AM	0	0	3	0	0	0	0	10	2	1	5	0	21
	8:30 AM	0	0	1	0	0	0	0	8	0	2	5	0	16
	8:45 AM	3	0	3	0	0	0	0	8	0	4	3	0	21
	VOLUMES	10	0	16	0	0	1	1	63	6	19	29	2	147
	APPROACH %	38%	0%	62%	0%	0%	100%	1%	90%	9%	38%	58%	4%	
	APP/DEPART	26	/	3	1	/	25	70	/	79	50	/	40	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	6	0	6	0	0	1	1	31	4	8	14	2	73
	APPROACH %	50%	0%	50%	0%	0%	100%	3%	86%	11%	33%	58%	8%	
	PEAK HR FACTOR		0.500			0.250			0.750			0.750		0.961
	APP/DEPART	12	/	3	1	/	12	36	/	37	24	/	21	0
PM	4:00 PM	0	0	1	0	0	0	0	7	0	3	2	0	13
	4:15 PM	0	0	1	0	0	0	0	3	0	1	3	0	8
	4:30 PM	1	1	0	0	0	0	0	1	0	1	2	0	6
	4:45 PM	0	0	1	1	0	0	0	2	0	0	0	0	4
	5:00 PM	1	0	5	0	0	0	0	3	1	1	0	1	12
	5:15 PM	0	0	1	0	0	0	0	0	2	1	6	0	10
	5:30 PM	3	0	1	0	0	1	0	4	0	1	5	1	16
	5:45 PM	2	0	3	0	0	0	0	3	0	3	2	0	13
	VOLUMES	7	1	13	1	0	1	0	23	3	11	20	2	82
	APPROACH %	33%	5%	62%	50%	0%	50%	0%	88%	12%	33%	61%	6%	
	APP/DEPART	21	/	3	2	/	14	26	/	37	33	/	28	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	2	1	7	1	0	0	0	6	3	3	8	1	32
	APPROACH %	20%	10%	70%	100%	0%	0%	0%	67%	33%	25%	67%	8%	
	PEAK HR FACTOR		0.417			0.250			0.563			0.429		0.667
	APP/DEPART	10	/	2	1	/	6	9	/	14	12	/	10	0

U-TURNS

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

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
1	0	0	0
3	0	0	0
0	1	0	0
0	0	0	0
3	0	0	0
0	0	0	0
1	0	0	0
8	1	0	0
4	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
4	0	0	0
1	0	1	0
1	1	0	0
3	0	0	0
10	1	1	0
5	0	1	0

SR-79
NORTH SIDE

SR-74 WEST SIDE — EAST SIDE **SR-74**

SOUTH SIDE
SR-79

INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

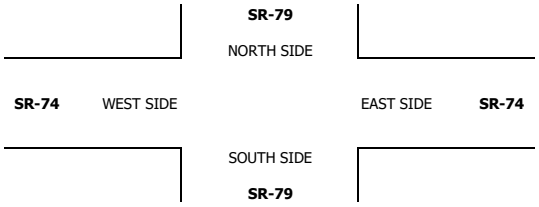
		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND SR-74			WESTBOUND SR-74			
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	0	0	0	2	0	0	0	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	2	/	2	0	/	0	0
	BEGIN PEAK HR		7:00 AM											
	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%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	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	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	1	0	0	0	0	0	0	2	0	0	1	1	5
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	50%	50%	
	APP/DEPART	1	/	1	0	/	0	2	/	2	2	/	2	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	1	0	0	0	0	0	0	2	0	0	0	1	4
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	
	PEAK HR FACTOR		0.250			0.000			0.500			0.250		0.500
	APP/DEPART	1	/	1	0	/	0	2	/	2	1	/	1	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND SR-74			WESTBOUND SR-74			
LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 0	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
7:15 AM	0	0	1	0	0	0	0	1	0	1	8	0	11
7:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	3
7:45 AM	0	0	3	0	0	0	0	1	0	1	2	0	7
8:00 AM	0	0	2	0	0	0	0	2	1	0	1	0	6
8:15 AM	0	0	1	0	0	0	0	1	0	1	3	0	6
8:30 AM	0	0	2	0	0	0	0	6	0	0	2	0	10
8:45 AM	0	0	0	0	0	0	0	6	0	0	0	0	6
VOLUMES	0	0	9	0	0	0	0	18	1	4	21	0	53
APPROACH %	0%	0%	100%	0%	0%	0%	0%	95%	5%	16%	84%	0%	
APP/DEPART	9	/	0	0	/	5	19	/	27	25	/	21	0
BEGIN PEAK HR		7:00 AM											
VOLUMES	0	0	4	0	0	0	0	3	0	3	15	0	25
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	17%	83%	0%	
PEAK HR FACTOR		0.333			0.000			0.750			0.500		0.568
APP/DEPART	4	/	0	0	/	3	3	/	7	18	/	15	0
4:00 PM	0	0	1	0	0	0	0	1	0	1	1	0	4
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
4:45 PM	0	0	0	0	0	0	0	6	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	2	0	0	0	0	3
VOLUMES	0	0	2	0	0	0	0	17	0	1	5	0	25
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	17%	83%	0%	
APP/DEPART	2	/	0	0	/	1	17	/	19	6	/	5	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	0	0	0	0	0	0	0	12	0	0	4	0	16
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR		0.000			0.000			0.500			0.500		0.667
APP/DEPART	0	/	0	0	/	0	12	/	12	4	/	4	0

U-TURNS

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

RTOR

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

SR-79

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

SR-79

INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

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

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

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

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
6	16	3	4
8	32	7	5
2	18	13	3
3	11	9	4
4	6	7	3
1	3	12	5
5	5	6	7
3	3	8	4
32	94	65	35
19	77	32	16
13	4	4	3
11	6	7	4
11	16	8	1
19	13	5	3
10	7	10	3
21	17	9	4
26	12	6	3
19	6	4	3
130	81	53	24
76	49	30	13

SR-39

NORTH SIDE

Simpson WEST SIDE EAST SIDE **Simpson**

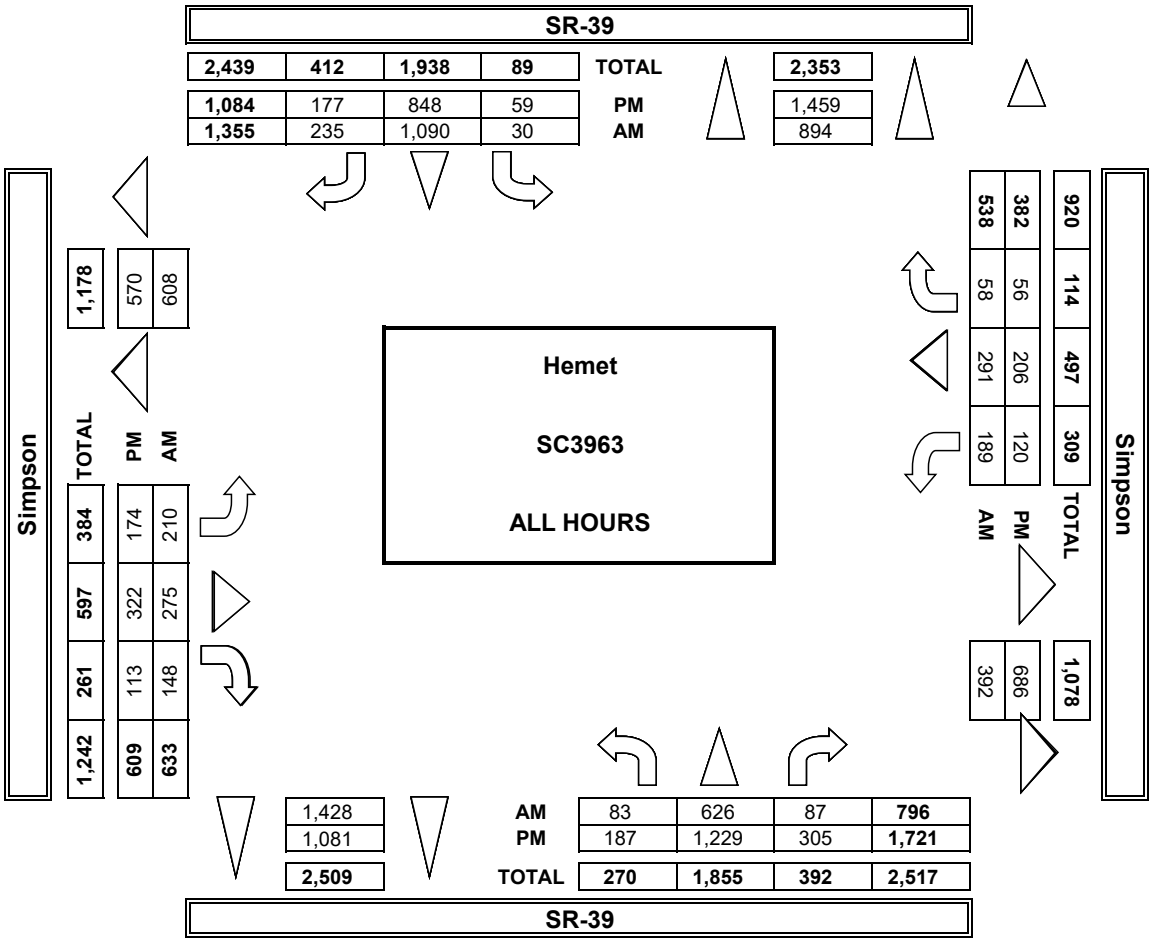
SOUTH SIDE

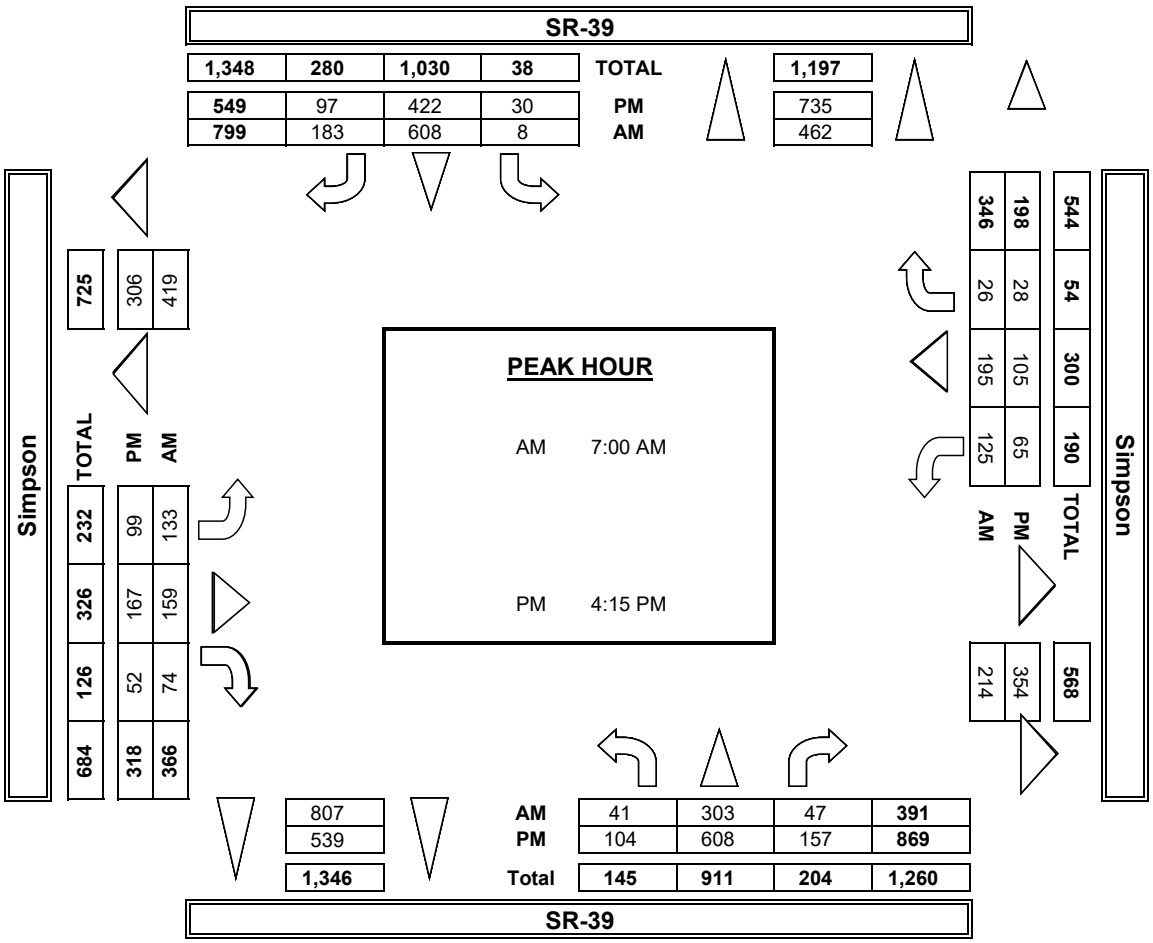
SR-39

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	4	0	0	0	4	2	0	0	0	2	2	0	0	0	2
	7:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	7:30 AM	2	2	1	2	7	2	2	1	2	7	0	0	0	0	0
	7:45 AM	1	0	0	2	3	1	0	0	2	3	0	0	0	0	0
	8:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	8:15 AM	0	1	2	2	5	0	1	2	2	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	TOTAL	10	3	3	6	22	8	3	3	6	20	2	0	0	0	2
PM	4:00 PM	0	1	0	5	6	0	1	0	5	6	0	0	0	0	0
	4:15 PM	0	2	0	2	4	0	1	0	2	3	0	1	0	0	1
	4:30 PM	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0
	4:45 PM	1	2	0	1	4	1	1	0	1	3	0	1	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	1	1	2	0	0	1	0	1	0	0	0	1	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	TOTAL	2	6	2	9	19	2	4	2	8	16	0	2	0	1	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	SR-39	LOCATION #:	21
TUESDAY	EAST & WEST:	Simpson	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

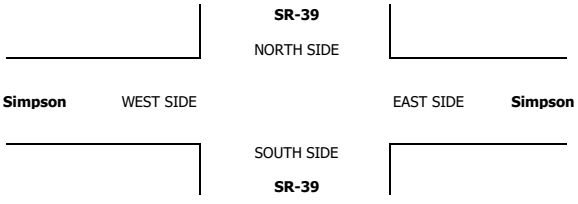
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-39			SOUTHBOUND SR-39			EASTBOUND Simpson			WESTBOUND Simpson			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	10	60	6	0	123	41	24	19	6	42	47	7	385
	7:15 AM	4	57	13	2	137	77	53	49	16	18	69	5	500
	7:30 AM	8	61	14	2	151	31	23	40	23	23	32	6	414
	7:45 AM	9	84	7	3	127	23	29	33	20	29	35	5	404
	8:00 AM	8	81	13	6	101	18	37	34	17	14	25	5	359
	8:15 AM	9	66	7	5	120	5	15	29	19	17	23	6	321
	8:30 AM	8	85	6	4	120	13	11	15	11	14	22	9	318
	8:45 AM	9	54	5	7	82	14	10	24	15	12	15	9	256
	VOLUMES	65	548	71	29	961	222	202	243	127	169	268	52	2,957
	APPROACH %	10%	80%	10%	2%	79%	18%	35%	42%	22%	35%	55%	11%	
	APP/DEPART	684	/	802	1,212	/	1,257	572	/	343	489	/	555	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	31	262	40	7	538	172	129	141	65	112	183	23	1,703
	APPROACH %	9%	79%	12%	1%	75%	24%	39%	42%	19%	35%	58%	7%	
	PEAK HR FACTOR		0.833			0.830			0.710			0.828		0.852
	APP/DEPART	333	/	414	717	/	715	335	/	188	318	/	386	0
PM	4:00 PM	18	115	28	7	92	13	19	42	12	13	28	7	394
	4:15 PM	18	145	29	9	123	22	16	42	13	15	18	8	458
	4:30 PM	16	125	23	8	100	26	13	29	18	12	36	4	410
	4:45 PM	26	155	32	5	108	28	23	32	9	12	33	7	470
	5:00 PM	21	138	35	7	100	21	16	43	13	10	24	8	436
	5:15 PM	20	155	32	2	89	23	28	33	17	19	18	7	443
	5:30 PM	25	125	46	13	96	18	25	49	8	17	22	5	449
	5:45 PM	20	180	55	4	77	12	21	30	11	9	15	8	442
	VOLUMES	164	1,138	280	55	785	163	161	300	101	107	194	54	3,502
	APPROACH %	10%	72%	18%	5%	78%	16%	29%	53%	18%	30%	55%	15%	
	APP/DEPART	1,582	/	1,353	1,003	/	993	562	/	635	355	/	521	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	81	563	119	29	431	97	68	146	53	49	111	27	1,774
	APPROACH %	11%	74%	16%	5%	77%	17%	25%	55%	20%	26%	59%	14%	
	PEAK HR FACTOR		0.896			0.904			0.927			0.899		0.944
	APP/DEPART	763	/	658	557	/	533	267	/	294	187	/	289	0

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

RTOR			
NRR 0	SRR 0	ERR 0	WRR 0
4	16	2	4
6	31	5	4
2	17	10	3
3	10	8	4
3	6	6	3
1	3	11	4
5	5	4	7
2	3	7	4
26	91	53	33
15	74	25	15
11	4	2	3
9	6	6	4
9	13	7	1
18	12	4	3
9	7	9	3
20	16	8	4
25	12	6	2
19	5	4	3
120	75	46	23
45	38	26	11



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	SR-39	LOCATION #:	21
TUESDAY	EAST & WEST:	Simpson	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-39			SOUTHBOUND SR-39			EASTBOUND Simpson			WESTBOUND Simpson			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	2	10	1	0	12	1	0	2	1	1	3	1	34
	7:15 AM	1	6	1	0	10	2	1	2	0	3	0	0	26
	7:30 AM	1	4	0	0	9	1	0	2	1	1	0	0	19
	7:45 AM	1	5	1	1	16	1	3	6	0	0	4	0	38
	8:00 AM	2	2	0	0	12	0	0	4	3	1	1	0	25
	8:15 AM	0	6	1	0	12	0	0	2	2	1	2	0	26
	8:30 AM	0	3	0	0	11	1	3	2	2	1	0	0	23
	8:45 AM	2	7	4	0	3	0	0	0	1	2	1	1	21
	VOLUMES	9	43	8	1	85	6	7	20	10	10	11	2	212
	APPROACH %	15%	72%	13%	1%	92%	7%	19%	54%	27%	43%	48%	9%	
	APP/DEPART	60	/	52	92	/	106	37	/	29	23	/	25	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	5	25	3	1	47	5	4	12	2	5	7	1	117
	APPROACH %	15%	76%	9%	2%	89%	9%	22%	67%	11%	38%	54%	8%	
	PEAK HR FACTOR		0.635			0.736			0.500			0.650		0.770
	APP/DEPART	33	/	30	53	/	54	18	/	16	13	/	17	0
PM	4:00 PM	1	15	2	1	6	0	1	2	1	0	0	0	29
	4:15 PM	4	11	2	0	6	0	0	3	0	2	2	0	30
	4:30 PM	1	11	2	0	3	4	0	6	2	0	1	0	30
	4:45 PM	1	7	1	1	3	3	1	1	0	0	3	0	21
	5:00 PM	2	6	3	1	4	1	3	2	0	2	1	0	25
	5:15 PM	1	9	3	1	3	0	1	4	1	1	0	0	24
	5:30 PM	3	4	1	0	7	1	1	3	1	0	2	1	24
	5:45 PM	0	6	2	0	6	1	0	1	0	0	1	0	17
	VOLUMES	13	69	16	4	38	10	7	22	5	5	10	1	200
	APPROACH %	13%	70%	16%	8%	73%	19%	21%	65%	15%	31%	63%	6%	
	APP/DEPART	98	/	77	52	/	48	34	/	42	16	/	33	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	8	35	8	2	16	8	4	12	2	4	7	0	106
	APPROACH %	16%	69%	16%	8%	62%	31%	22%	67%	11%	36%	64%	0%	
	PEAK HR FACTOR		0.750			0.929			0.563			0.688		0.883
	APP/DEPART	51	/	39	26	/	22	18	/	22	11	/	23	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
1	0	1	0
1	0	0	0
0	0	1	0
0	1	0	0
0	0	1	0
0	0	1	0
0	0	1	0
1	0	1	0
3	1	6	0
2	1	2	0
2	0	1	0
2	0	0	0
2	3	1	0
1	1	0	0
1	0	0	0
1	0	1	0
0	0	0	1
0	1	0	0
9	5	3	1
6	4	1	0

SR-39

NORTH SIDE

Simpson WEST SIDE EAST SIDE **Simpson**

SOUTH SIDE

SR-39

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	SR-39	LOCATION #:	21
TUESDAY	EAST & WEST:	Simpson	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-39			SOUTHBOUND SR-39			EASTBOUND Simpson			WESTBOUND Simpson			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	1	0	1	0	1	0	0	0	0	1	0	0	4
	7:15 AM	2	0	0	0	0	1	0	1	0	0	1	1	6
	7:30 AM	0	4	0	0	0	1	0	0	0	3	1	0	9
	7:45 AM	0	0	0	0	1	0	0	4	1	2	0	0	8
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	1	1	0	1	0	0	1	0	0	1	0	5
	8:30 AM	1	1	0	0	2	0	0	3	0	0	0	0	7
	8:45 AM	0	6	0	0	1	1	1	0	0	0	0	0	9
	VOLUMES	4	13	2	0	6	3	1	9	1	6	3	1	49
	APPROACH %	21%	68%	11%	0%	67%	33%	9%	82%	9%	60%	30%	10%	
	APP/DEPART	19	/	15	9	/	13	11	/	11	10	/	10	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	3	4	1	0	2	2	0	5	1	6	2	1	27
	APPROACH %	38%	50%	13%	0%	50%	50%	0%	83%	17%	67%	22%	11%	
	PEAK HR FACTOR		0.500			1.000			0.300			0.563		0.750
	APP/DEPART	8	/	5	4	/	9	6	/	6	9	/	7	0
PM	4:00 PM	0	0	0	0	0	0	3	0	1	0	0	0	4
	4:15 PM	0	1	1	0	0	1	0	0	0	0	0	0	3
	4:30 PM	0	1	0	0	1	0	1	0	0	0	0	0	3
	4:45 PM	1	1	0	0	1	1	0	0	0	0	0	0	4
	5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
	5:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
	5:30 PM	0	2	0	0	1	0	0	0	1	1	1	0	6
	5:45 PM	0	2	1	0	1	0	0	0	1	0	0	0	5
	VOLUMES	1	8	4	0	6	2	4	0	3	1	1	0	30
	APPROACH %	8%	62%	31%	0%	75%	25%	57%	0%	43%	50%	50%	0%	
	APP/DEPART	13	/	12	8	/	10	7	/	4	2	/	4	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	1	3	2	0	3	2	1	0	0	0	0	0	12
	APPROACH %	17%	50%	33%	0%	60%	40%	100%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.750			0.625			0.250			0.000		0.750
	APP/DEPART	6	/	4	5	/	3	1	/	2	0	/	3	0

U-TURNS

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

RTOR

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

SR-39

NORTH SIDE

Simpson WEST SIDE EAST SIDE **Simpson**

SOUTH SIDE

SR-39

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	SR-39	LOCATION #:	21
TUESDAY	EAST & WEST:	Simpson	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

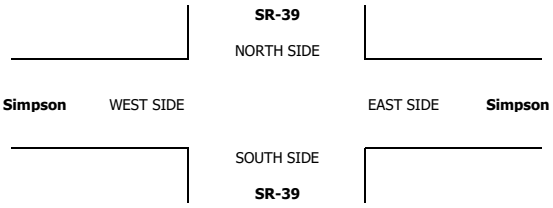
		NORTHBOUND SR-39			SOUTHBOUND SR-39			EASTBOUND Simpson			WESTBOUND Simpson			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	2	0	0	10	1	0	0	0	1	0	0	14
	7:15 AM	0	3	1	0	2	1	0	0	2	0	2	0	11
	7:30 AM	1	2	0	0	5	0	0	0	3	0	1	0	12
	7:45 AM	1	2	0	0	2	0	0	1	0	0	0	0	6
	8:00 AM	0	5	1	0	5	0	0	0	0	0	1	0	12
	8:15 AM	1	2	0	0	3	0	0	0	1	0	2	1	10
	8:30 AM	1	2	0	0	3	0	0	1	3	0	0	0	10
	8:45 AM	1	1	0	0	3	0	0	0	0	0	3	0	8
	VOLUMES	5	19	2	0	33	2	0	2	9	1	9	1	83
	APPROACH %	19%	73%	8%	0%	94%	6%	0%	18%	82%	9%	82%	9%	
	APP/DEPART	26	/	20	35	/	43	11	/	4	11	/	16	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	2	9	1	0	19	2	0	1	5	1	3	0	43
	APPROACH %	17%	75%	8%	0%	90%	10%	0%	17%	83%	25%	75%	0%	
	PEAK HR FACTOR		0.750			0.477			0.500			0.500		0.768
	APP/DEPART	12	/	9	21	/	25	6	/	2	4	/	7	0
PM	4:00 PM	1	2	0	0	1	0	0	0	0	0	0	0	4
	4:15 PM	3	2	1	0	5	1	0	0	2	0	0	0	14
	4:30 PM	0	1	0	0	2	0	0	0	0	1	0	0	4
	4:45 PM	2	4	0	0	2	0	0	0	1	1	1	0	11
	5:00 PM	1	1	0	0	1	0	0	0	1	0	0	0	4
	5:15 PM	0	0	0	0	4	1	0	0	0	0	0	0	5
	5:30 PM	0	0	1	0	1	0	0	0	0	1	0	0	3
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	7	11	2	0	16	2	0	0	4	3	1	0	46
	APPROACH %	35%	55%	10%	0%	89%	11%	0%	0%	100%	75%	25%	0%	
	APP/DEPART	20	/	11	18	/	23	4	/	2	4	/	10	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	6	8	1	0	10	1	0	0	4	2	1	0	33
	APPROACH %	40%	53%	7%	0%	91%	9%	0%	0%	100%	67%	33%	0%	
	PEAK HR FACTOR		0.625			0.458			0.500			0.375		0.589
	APP/DEPART	15	/	8	11	/	16	4	/	1	3	/	8	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	SR-39	LOCATION #:	21
TUESDAY	EAST & WEST:	Simpson	CONTROL:	SIGNAL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

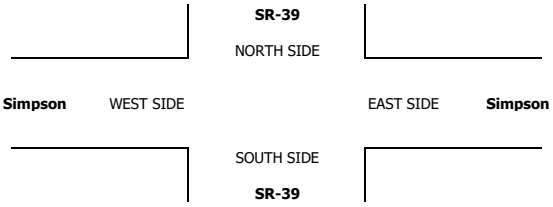
		NORTHBOUND SR-39			SOUTHBOUND SR-39			EASTBOUND Simpson			WESTBOUND Simpson			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1
	APPROACH %	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	/	1	0	/	0	0	/	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	0	/	0	0	/	0	0	/	1	0
	BEGIN PEAK HR		4:15 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%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	SR-39	LOCATION #:	21
TUESDAY	EAST & WEST:	Simpson	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

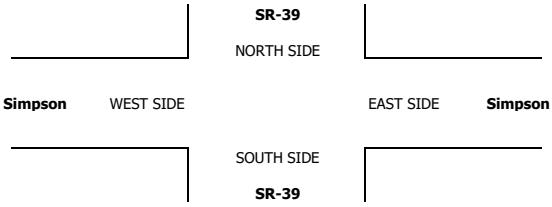
	NORTHBOUND SR-39			SOUTHBOUND SR-39			EASTBOUND Simpson			WESTBOUND Simpson			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
AM													
7:00 AM	0	2	0	0	0	1	0	0	0	1	0	0	4
7:15 AM	0	1	2	0	1	1	0	0	1	0	0	1	7
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	1	0	3	0	0	0	0	1	0	0	5
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
VOLUMES	0	3	4	0	4	2	0	1	1	3	0	2	20
APPROACH %	0%	43%	57%	0%	67%	33%	0%	50%	50%	60%	0%	40%	
APP/DEPART	7	/	5	6	/	8	2	/	5	5	/	2	0
BEGIN PEAK HR		7:00 AM											
VOLUMES	0	3	2	0	1	2	0	0	1	1	0	1	11
APPROACH %	0%	60%	40%	0%	33%	67%	0%	0%	100%	50%	0%	50%	
PEAK HR FACTOR		0.417			0.375			0.250			0.500		0.393
APP/DEPART	5	/	4	3	/	3	1	/	2	2	/	2	0
PM													
4:00 PM	1	0	0	0	1	0	0	0	0	1	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	2
4:30 PM	0	0	1	0	2	0	1	0	0	1	0	0	5
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	4
VOLUMES	1	3	3	0	3	0	2	0	0	4	0	1	17
APPROACH %	14%	43%	43%	0%	100%	0%	100%	0%	0%	80%	0%	20%	
APP/DEPART	7	/	6	3	/	7	2	/	3	5	/	1	0
BEGIN PEAK HR		4:15 PM											
VOLUMES	0	0	2	0	2	0	2	0	0	2	0	1	9
APPROACH %	0%	0%	100%	0%	100%	0%	100%	0%	0%	67%	0%	33%	
PEAK HR FACTOR		0.500			0.250			0.500			0.375		0.450
APP/DEPART	2	/	3	2	/	4	2	/	2	3	/	0	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

DATE: Wed, Apr 19, 23

LOCATION: Hemet
NORTH & SOUTH: SR-79
EAST & WEST: Domenigoni

PROJECT #: SC3963
LOCATION #: 22
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND Domenigoni			WESTBOUND Domenigoni			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL
AM	7:00 AM	14	77	125	12	137	59	61	200	32	171	226	9	1,123
	7:15 AM	14	42	163	17	163	69	39	173	45	191	240	14	1,170
	7:30 AM	7	69	178	13	155	56	25	206	41	228	255	4	1,237
	7:45 AM	14	61	162	3	166	44	40	207	36	167	164	5	1,069
	8:00 AM	17	45	117	11	114	50	42	217	26	211	177	1	1,028
	8:15 AM	18	57	146	5	133	49	36	194	27	175	140	3	983
	8:30 AM	14	65	140	5	117	33	33	195	26	160	188	5	981
	8:45 AM	14	58	101	8	75	49	54	190	22	167	185	4	927
	VOLUMES	112	474	1,132	74	1,060	409	330	1,582	255	1,470	1,575	45	8,518
	APPROACH %	7%	28%	66%	5%	69%	27%	15%	73%	12%	48%	51%	1%	
	APP/DEPART	1,718	/	848	1,543	/	2,785	2,167	/	2,788	3,090	/	2,097	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	49	249	628	45	621	228	165	786	154	757	885	32	4,599
		51	259	653	47	646	237	172	817	160	787	920	33	
	APPROACH %	5%	27%	68%	5%	69%	26%	15%	71%	14%	45%	53%	2%	
	PEAK HR FACTOR		0.911			0.898			0.943			0.859		0.929
	APP/DEPART	926	/	445	894	/	1,532	1,105	/	1,459	1,674	/	1,163	0
PM	4:00 PM	27	163	238	6	84	34	68	198	15	172	186	7	1,198
	4:15 PM	26	146	233	8	95	42	63	207	19	154	164	4	1,161
	4:30 PM	17	154	241	3	85	37	54	241	18	201	183	7	1,241
	4:45 PM	24	168	257	3	88	37	47	152	12	189	176	5	1,158
	5:00 PM	24	158	261	7	70	39	59	205	10	155	189	4	1,181
	5:15 PM	32	144	235	6	57	42	48	227	18	164	197	8	1,178
	5:30 PM	28	153	254	6	76	41	57	211	9	144	164	9	1,152
	5:45 PM	25	135	246	6	53	44	49	191	13	162	178	5	1,107
	VOLUMES	203	1,221	1,965	45	608	316	445	1,632	114	1,341	1,437	49	9,376
	APPROACH %	6%	36%	58%	5%	63%	33%	20%	74%	5%	47%	51%	2%	
	APP/DEPART	3,389	/	1,716	969	/	2,060	2,191	/	3,644	2,827	/	1,956	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	97	624	994	19	300	155	208	825	58	709	745	24	4,758
		101	649	1,034	20	312	161	216	858	60	737	775	25	
	APPROACH %	6%	36%	58%	4%	63%	33%	19%	76%	5%	48%	50%	2%	
	PEAK HR FACTOR		0.955			0.817			0.871			0.945		0.959
	APP/DEPART	1,715	/	857	474	/	1,065	1,091	/	1,839	1,478	/	997	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	1	1
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	3	4

RTOR

NRR	SRR	ERR	WRR
45	33	14	5
65	21	21	7
87	33	12	1
58	23	17	4
57	28	14	0
67	31	12	1
56	22	15	1
46	25	11	1
481	216	116	20
255	110	64	17
80	14	8	4
91	24	11	2
105	21	8	4
99	18	7	3
96	29	4	2
90	24	4	5
98	27	5	7
103	25	10	2
762	182	57	29
390	92	23	14

SR-79

NORTH SIDE

Domenigoni WEST SIDE EAST SIDE **Domenigoni**

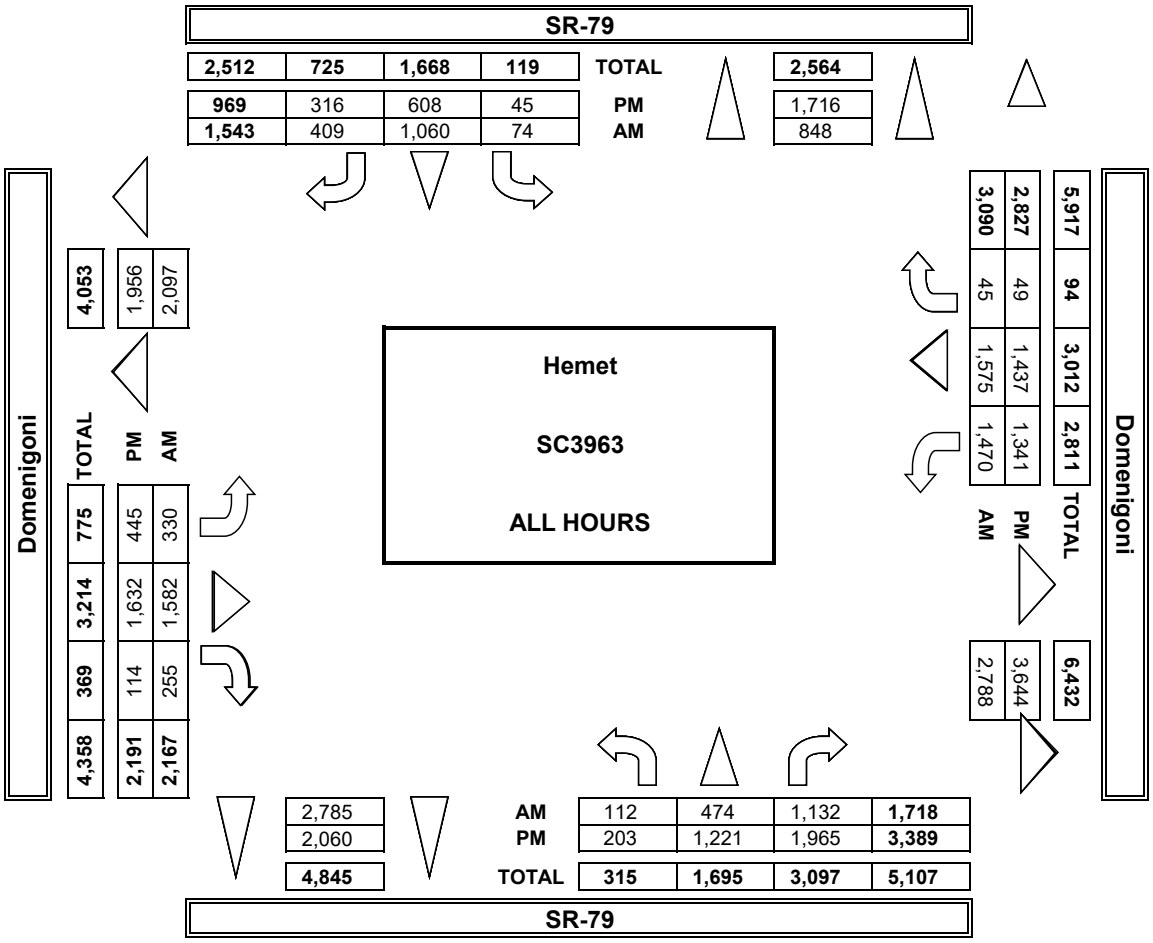
SOUTH SIDE

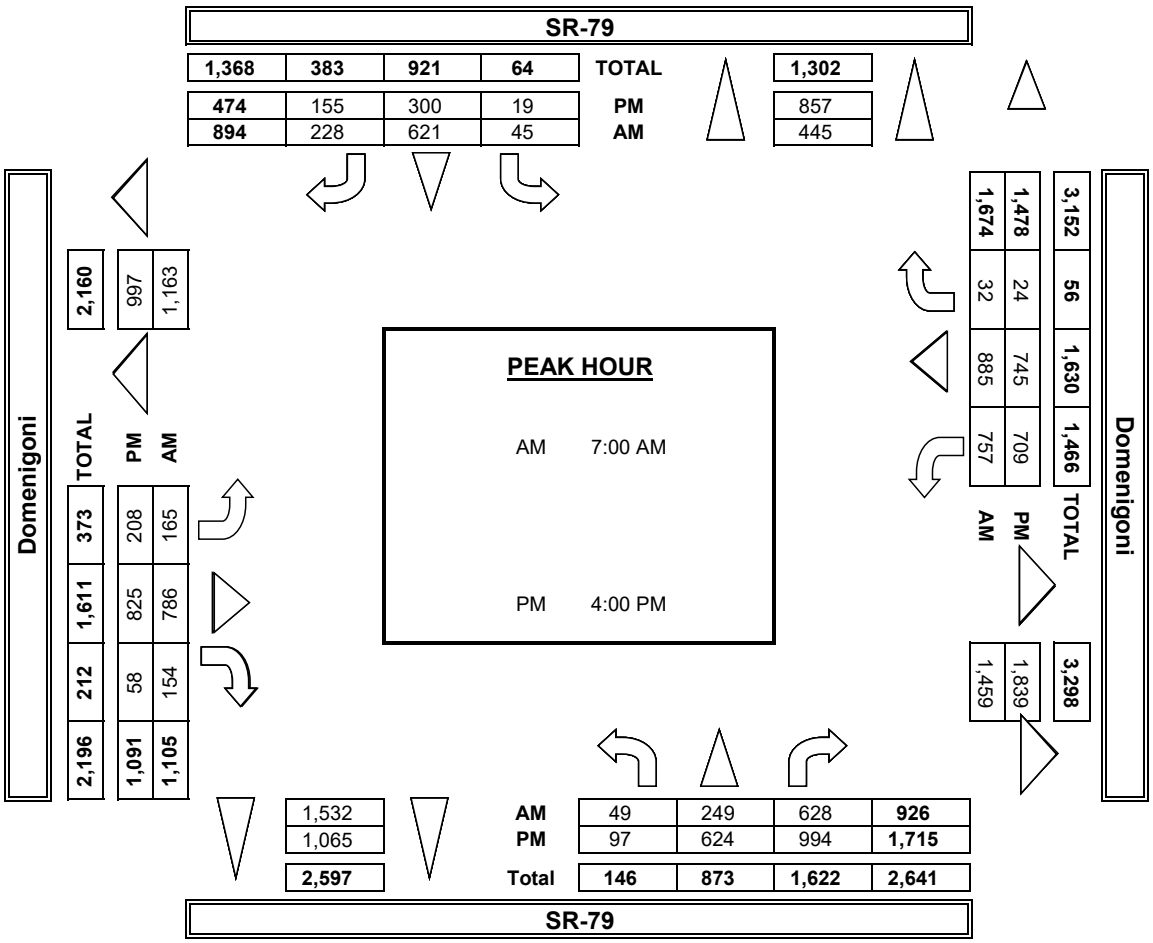
SR-79

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	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	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	TOTAL	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/19/23	NORTH & SOUTH:	SR-79	LOCATION #:	22
WEDNESDAY	EAST & WEST:	Domenigoni	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND Domenigoni			WESTBOUND Domenigoni			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL
AM	7:00 AM	4	69	111	12	127	50	57	184	31	159	207	9	1,020
	7:15 AM	11	39	150	17	151	64	36	157	44	175	228	14	1,086
	7:30 AM	6	63	158	12	139	52	20	182	38	213	237	4	1,124
	7:45 AM	12	53	149	3	154	40	33	192	34	153	152	5	980
	8:00 AM	15	40	110	9	103	44	34	197	23	203	163	1	942
	8:15 AM	17	51	137	4	121	45	33	172	24	165	129	3	901
	8:30 AM	13	63	130	5	103	27	29	182	23	157	176	2	910
	8:45 AM	12	52	95	5	65	44	44	172	20	154	173	3	839
	VOLUMES	90	430	1,040	67	963	366	286	1,438	237	1,379	1,465	41	7,802
	APPROACH %	6%	28%	67%	5%	69%	26%	15%	73%	12%	48%	51%	1%	
	APP/DEPART	1,560	/	756	1,396	/	2,579	1,961	/	2,545	2,885	/	1,922	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	33	224	568	44	571	206	145	715	147	700	824	32	4,210
	APPROACH %	4%	27%	69%	5%	70%	25%	14%	71%	15%	45%	53%	2%	
	PEAK HR FACTOR		0.909			0.885			0.926			0.857		0.936
	APP/DEPART	825	/	401	821	/	1,418	1,008	/	1,327	1,556	/	1,064	0
PM	4:00 PM	25	143	219	5	82	32	60	179	15	167	175	6	1,108
	4:15 PM	26	135	216	7	86	35	55	193	18	142	149	4	1,066
	4:30 PM	16	142	220	3	78	35	52	225	17	192	174	7	1,161
	4:45 PM	24	152	241	3	84	36	40	141	12	181	168	4	1,086
	5:00 PM	22	147	245	7	69	38	54	190	9	146	179	4	1,110
	5:15 PM	32	130	226	6	54	40	45	216	17	157	187	8	1,118
	5:30 PM	28	144	243	6	70	39	54	201	8	140	158	8	1,099
	5:45 PM	24	125	237	6	51	42	46	183	12	154	172	5	1,057
	VOLUMES	197	1,118	1,847	43	574	297	406	1,528	108	1,279	1,362	46	8,805
	APPROACH %	6%	35%	58%	5%	63%	32%	20%	75%	5%	48%	51%	2%	
	APP/DEPART	3,162	/	1,571	914	/	1,958	2,042	/	3,420	2,687	/	1,856	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	91	572	896	18	330	138	207	738	62	679	666	21	4,421
	APPROACH %	6%	37%	57%	4%	68%	28%	21%	73%	6%	50%	49%	2%	
	PEAK HR FACTOR		0.935			0.949			0.856			0.918		0.952
	APP/DEPART	1,559	/	800	486	/	1,071	1,007	/	1,655	1,369	/	895	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	1	1
0	0	0	0	0
0	0	0	2	2
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	3	4

RTOR

NRR 0	SRR 0	ERR 0	WRR 0
40	28	13	5
63	21	21	7
80	33	11	1
55	21	15	4
53	25	12	0
66	28	11	1
51	19	13	0
44	25	11	0
452	200	107	18
238	103	60	17
77	14	8	3
87	22	11	2
103	21	8	4
93	17	7	3
92	29	3	2
88	22	3	5
97	26	4	7
103	24	10	2
740	175	54	28
360	74	34	12

SR-79

NORTH SIDE

Domenigoni WEST SIDE EAST SIDE **Domenigoni**

SOUTH SIDE

SR-79

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/19/23	NORTH & SOUTH:	SR-79	LOCATION #:	22
WEDNESDAY	EAST & WEST:	Domenigoni	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

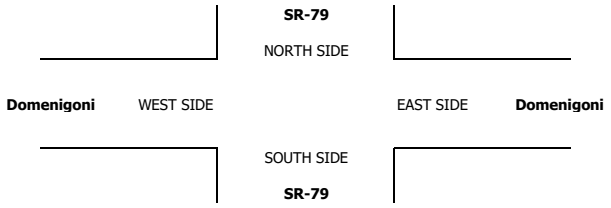
	NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND Domenigoni			WESTBOUND Domenigoni			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL
7:00 AM	0	3	7	0	5	4	2	7	0	8	14	0	50
7:15 AM	0	2	9	0	8	2	0	11	0	8	10	0	50
7:30 AM	1	4	17	0	9	1	2	19	3	10	12	0	78
7:45 AM	0	6	10	0	9	0	5	11	1	11	10	0	63
8:00 AM	1	2	5	2	6	4	6	11	2	6	8	0	53
8:15 AM	0	5	5	1	10	3	2	11	0	5	8	0	50
8:30 AM	1	1	5	0	6	5	2	6	2	1	4	3	36
8:45 AM	2	4	0	2	3	2	7	10	0	9	7	1	47
VOLUMES	5	27	58	5	56	21	26	86	8	58	73	4	427
APPROACH %	6%	30%	64%	6%	68%	26%	22%	72%	7%	43%	54%	3%	
APP/DEPART	90	/	57	82	/	122	120	/	149	135	/	99	0
BEGIN PEAK HR		7:00 AM											
VOLUMES	1	15	43	0	31	7	9	48	4	37	46	0	241
APPROACH %	2%	25%	73%	0%	82%	18%	15%	79%	7%	45%	55%	0%	
PEAK HR FACTOR		0.670			0.950			0.635			0.943		0.772
APP/DEPART	59	/	24	38	/	72	61	/	91	83	/	54	0
4:00 PM	2	18	14	1	0	0	4	16	0	3	7	1	66
4:15 PM	0	8	16	1	4	4	6	11	0	8	11	0	69
4:30 PM	1	7	15	0	5	2	2	14	1	8	8	0	63
4:45 PM	0	12	14	0	4	1	5	8	0	3	5	1	53
5:00 PM	2	10	13	0	0	0	3	13	0	8	8	0	57
5:15 PM	0	9	8	0	1	1	3	10	1	5	7	0	45
5:30 PM	0	3	9	0	4	1	1	8	1	2	6	1	36
5:45 PM	1	6	7	0	1	1	1	7	1	7	6	0	38
VOLUMES	6	73	96	2	19	10	25	87	4	44	58	3	427
APPROACH %	3%	42%	55%	6%	61%	32%	22%	75%	3%	42%	55%	3%	
APP/DEPART	175	/	101	31	/	67	116	/	185	105	/	74	0
BEGIN PEAK HR		4:00 PM											
VOLUMES	3	45	59	2	13	7	17	49	1	22	31	2	251
APPROACH %	3%	42%	55%	9%	59%	32%	25%	73%	1%	40%	56%	4%	
PEAK HR FACTOR		0.787			0.611			0.838			0.724		0.909
APP/DEPART	107	/	64	22	/	36	67	/	110	55	/	41	0

U-TURNS

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

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
2	3	0	0
0	0	0	0
6	0	1	0
1	0	1	0
2	2	1	0
1	3	0	0
2	3	2	1
0	0	0	1
14	11	5	2
9	3	2	0
3	0	0	1
4	1	0	0
1	0	0	0
4	1	0	0
4	0	0	0
1	1	1	0
1	1	1	0
0	1	0	0
18	5	2	1
12	2	0	1



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/19/23	NORTH & SOUTH:	SR-79	LOCATION #:	22
WEDNESDAY	EAST & WEST:	Domenigoni	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

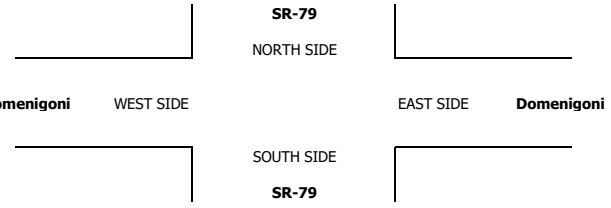
	NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND Domenigoni			WESTBOUND Domenigoni			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL
7:00 AM	6	2	3	0	2	0	0	2	0	0	1	0	16
7:15 AM	1	0	1	0	1	0	1	0	0	5	0	0	9
7:30 AM	0	1	0	0	3	3	1	0	0	2	0	0	10
7:45 AM	1	0	1	0	1	0	0	0	1	1	0	0	5
8:00 AM	0	2	0	0	1	0	0	1	1	1	2	0	8
8:15 AM	0	0	2	0	1	0	0	2	2	1	0	0	8
8:30 AM	0	0	1	0	2	0	0	3	0	0	0	0	6
8:45 AM	0	0	1	0	3	1	0	1	0	0	0	0	6
VOLUMES	8	5	9	0	14	4	2	9	4	10	3	0	68
APPROACH %	36%	23%	41%	0%	78%	22%	13%	60%	27%	77%	23%	0%	
APP/DEPART	22	/	7	18	/	28	15	/	18	13	/	15	0
BEGIN PEAK HR		7:00 AM											
VOLUMES	8	3	5	0	7	3	2	2	1	8	1	0	40
APPROACH %	50%	19%	31%	0%	70%	30%	40%	40%	20%	89%	11%	0%	
PEAK HR FACTOR		0.364			0.417			0.625			0.450		0.625
APP/DEPART	16	/	5	10	/	16	5	/	7	9	/	12	0
4:00 PM	0	0	5	0	2	0	3	1	0	1	1	0	13
4:15 PM	0	1	0	0	2	0	1	1	0	1	2	0	8
4:30 PM	0	2	3	0	0	0	0	1	0	0	0	0	6
4:45 PM	0	1	1	0	0	0	1	1	0	1	0	0	5
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	0	1	0	1	0	0	0	0	1	0	0	3
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
VOLUMES	0	5	13	0	6	1	5	4	0	4	3	0	41
APPROACH %	0%	28%	72%	0%	86%	14%	56%	44%	0%	57%	43%	0%	
APP/DEPART	18	/	10	7	/	10	9	/	17	7	/	4	0
BEGIN PEAK HR		4:00 PM											
VOLUMES	0	4	9	0	4	0	5	4	0	3	3	0	32
APPROACH %	0%	31%	69%	0%	100%	0%	56%	44%	0%	50%	50%	0%	
PEAK HR FACTOR		0.650			0.500			0.563			0.500		0.615
APP/DEPART	13	/	9	4	/	7	9	/	13	6	/	3	0

U-TURNS

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

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
2	0	0	0
1	0	0	0
0	0	0	0
1	0	1	0
0	0	1	0
0	0	1	0
1	0	0	0
1	0	0	0
6	0	3	0
4	0	1	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
2	1	0	0
2	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/19/23	NORTH & SOUTH:	SR-79	LOCATION #:	22
WEDNESDAY	EAST & WEST:	Domenigoni	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

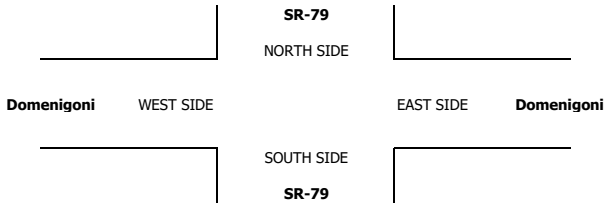
		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND Domenigoni			WESTBOUND Domenigoni			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL
AM	7:00 AM	4	3	4	0	3	3	2	7	0	2	4	0	32
	7:15 AM	2	1	1	0	2	2	0	5	1	3	2	0	19
	7:30 AM	0	1	3	0	3	0	1	4	0	3	4	0	19
	7:45 AM	1	1	2	0	2	3	0	3	0	2	2	0	16
	8:00 AM	1	1	2	0	4	1	2	7	0	1	4	0	23
	8:15 AM	1	1	2	0	1	0	1	4	1	4	3	0	18
	8:30 AM	0	1	3	0	5	1	1	4	1	2	6	0	24
	8:45 AM	0	2	4	1	4	2	2	5	1	3	4	0	28
	VOLUMES	9	11	21	1	24	12	9	39	4	20	29	0	179
	APPROACH %	22%	27%	51%	3%	65%	32%	17%	75%	8%	41%	59%	0%	
	APP/DEPART	41	/	20	37	/	48	52	/	61	49	/	50	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	7	6	10	0	10	8	3	19	1	10	12	0	86
	APPROACH %	30%	26%	43%	0%	56%	44%	13%	83%	4%	45%	55%	0%	
	PEAK HR FACTOR		0.523			0.750			0.639			0.786		0.672
	APP/DEPART	23	/	9	18	/	21	23	/	29	22	/	27	0
PM	4:00 PM	0	2	0	0	0	1	1	1	0	1	2	0	8
	4:15 PM	0	2	1	0	3	2	0	2	1	3	2	0	16
	4:30 PM	0	2	2	0	1	0	0	1	0	1	1	0	8
	4:45 PM	0	3	0	0	0	0	1	2	0	4	3	0	13
	5:00 PM	0	1	1	0	0	1	1	0	1	1	2	0	8
	5:15 PM	0	4	1	0	2	0	0	0	0	2	3	0	12
	5:30 PM	0	5	0	0	1	0	2	1	0	1	0	0	10
	5:45 PM	0	2	0	0	1	1	2	1	0	1	0	0	8
	VOLUMES	0	21	5	0	8	5	7	8	2	14	13	0	83
	APPROACH %	0%	81%	19%	0%	62%	38%	41%	47%	12%	52%	48%	0%	
	APP/DEPART	26	/	28	13	/	24	17	/	13	27	/	18	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	9	3	0	4	3	2	6	1	9	8	0	45
	APPROACH %	0%	75%	25%	0%	57%	43%	22%	67%	11%	53%	47%	0%	
	PEAK HR FACTOR		0.750			0.350			0.750			0.607		0.703
	APP/DEPART	12	/	11	7	/	14	9	/	9	17	/	11	0

U-TURNS

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

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0
1	1	0	0
2	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0
7	1	0	0
3	1	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	1	1	0
0	1	0	0



INTERSECTION TURNING MOVEMENT COUNTS

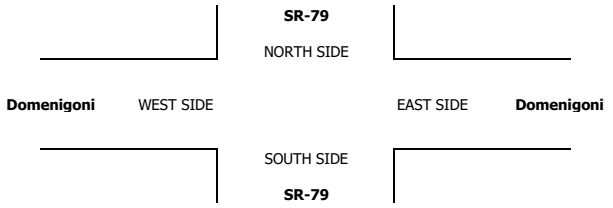
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/19/23	NORTH & SOUTH:	SR-79	LOCATION #:	22
WEDNESDAY	EAST & WEST:	Domenigoni	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND Domenigoni			WESTBOUND Domenigoni				U-TURNS					RTOR			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL	NRR 0	SRR 0	ERR 0	WRR 0
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%										
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0									
	BEGIN PEAK HR		7:00 AM																				
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250									
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0									
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	1	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%										
	APP/DEPART	1	/	0	0	/	0	0	/	1	1	/	1	0									
	BEGIN PEAK HR		4:00 PM																				
	VOLUMES	0	0	1	0	0	0	0	0	0	0	1	0	2						1	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%										
	PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.500									
	APP/DEPART	1	/	0	0	/	0	0	/	1	1	/	1	0									



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/19/23	NORTH & SOUTH:	SR-79	LOCATION #:	22
WEDNESDAY	EAST & WEST:	Domenigoni	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

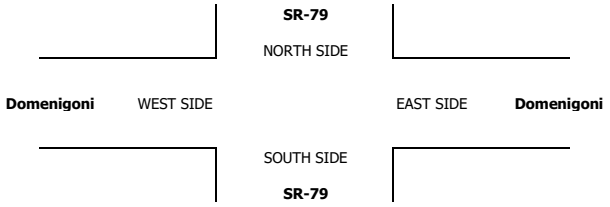
		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND Domenigoni			WESTBOUND Domenigoni			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	2	0	0	1	2	0	0	5
	7:15 AM	0	0	2	0	1	1	2	0	0	0	0	0	6
	7:30 AM	0	0	0	1	1	0	1	1	0	0	2	0	6
	7:45 AM	0	1	0	0	0	1	2	0	0	0	0	0	4
	8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	2
	8:15 AM	0	0	0	0	0	1	0	5	0	0	0	0	6
	8:30 AM	0	0	1	0	1	0	1	0	0	0	2	0	5
	8:45 AM	0	0	1	0	0	0	1	2	1	1	1	0	7
	VOLUMES	0	1	4	1	3	6	7	9	2	3	5	0	41
	APPROACH %	0%	20%	80%	10%	30%	60%	39%	50%	11%	38%	63%	0%	
	APP/DEPART	5	/	8	10	/	8	18	/	14	8	/	11	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	1	2	1	2	4	5	1	1	2	2	0	21
	APPROACH %	0%	33%	67%	14%	29%	57%	71%	14%	14%	50%	50%	0%	
	PEAK HR FACTOR		0.375			0.875			0.875			0.500		0.875
	APP/DEPART	3	/	6	7	/	5	7	/	4	4	/	6	0
PM	4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
	4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	2
	4:30 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	1	0	0	0	1	2	0	0	0	0	4
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:30 PM	0	1	1	0	0	1	0	1	0	0	0	0	4
	5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
	VOLUMES	0	4	3	0	1	3	2	5	0	0	0	0	18
	APPROACH %	0%	57%	43%	0%	25%	75%	29%	71%	0%	0%	0%	0%	
	APP/DEPART	7	/	6	4	/	1	7	/	8	0	/	3	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	1	1	0	1	2	1	1	0	0	0	0	7
	APPROACH %	0%	50%	50%	0%	33%	67%	50%	50%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.750			0.500			0.000		0.583
	APP/DEPART	2	/	2	3	/	1	2	/	2	0	/	2	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

DATE: Wed, Apr 19, 23

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

PROJECT #: SC3963
LOCATION #: 26
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Simpson			WESTBOUND Simpson			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	41	0	58	0	0	0	0	28	12	75	48	0	262
	7:15 AM	31	0	68	0	0	0	0	33	19	90	55	0	296
	7:30 AM	11	0	63	0	0	0	0	31	18	64	40	0	227
	7:45 AM	13	0	69	0	0	0	0	38	17	62	39	0	238
	8:00 AM	16	0	62	0	0	0	0	44	20	83	38	0	263
	8:15 AM	11	0	60	0	0	0	0	26	11	63	28	0	199
	8:30 AM	10	0	68	0	0	0	0	28	5	68	39	0	218
	8:45 AM	7	0	46	0	0	0	0	25	5	56	23	0	162
	VOLUMES	140	0	494	0	0	0	0	253	107	561	310	0	1,865
	APPROACH %	22%	0%	78%	0%	0%	0%	0%	70%	30%	64%	36%	0%	
	APP/DEPART	634	/	0	0	/	668	360	/	747	871	/	450	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	71	0	262	0	0	0	0	146	74	299	172	0	1,024
	APPROACH %	21%	0%	79%	0%	0%	0%	0%	66%	34%	63%	37%	0%	
	PEAK HR FACTOR		0.841			0.000			0.859			0.812		0.865
	APP/DEPART	333	/	0	0	/	373	220	/	408	471	/	243	0
PM	4:00 PM	14	0	68	0	0	0	0	54	18	64	38	0	256
	4:15 PM	12	0	74	0	0	0	0	69	17	87	42	0	301
	4:30 PM	7	0	78	0	0	0	0	59	9	71	32	0	256
	4:45 PM	8	0	85	0	0	0	0	47	11	64	34	0	249
	5:00 PM	4	0	73	0	0	0	0	64	10	69	43	0	263
	5:15 PM	8	0	77	0	0	0	0	59	11	79	38	0	272
	5:30 PM	8	0	75	0	0	0	0	61	12	60	29	0	245
	5:45 PM	5	0	73	0	0	0	0	50	10	51	25	0	214
	VOLUMES	66	0	603	0	0	0	0	463	98	545	281	0	2,056
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	83%	17%	66%	34%	0%	
	APP/DEPART	669	/	0	0	/	643	561	/	1,066	826	/	347	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	31	0	310	0	0	0	0	239	47	291	151	0	1,069
	APPROACH %	9%	0%	91%	0%	0%	0%	0%	84%	16%	66%	34%	0%	
	PEAK HR FACTOR		0.917			0.000			0.831			0.857		0.888
	APP/DEPART	341	/	0	0	/	338	286	/	549	442	/	182	0

U-TURNS

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

RTOR

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

Warren

NORTH SIDE

Simpson WEST SIDE EAST SIDE **Simpson**

SOUTH SIDE

Warren

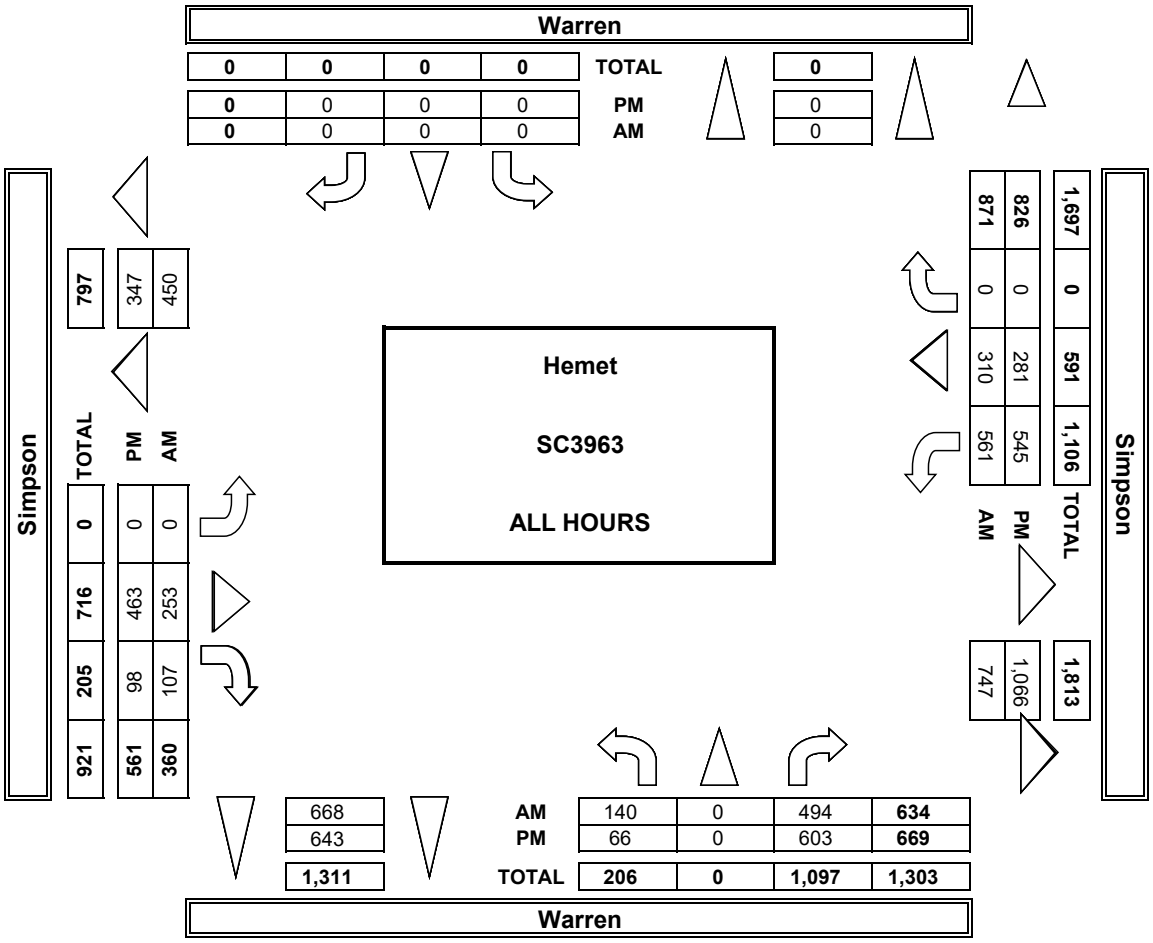
		ALL PED AND BIKE				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0	0	0	0
	8:30 AM	0	1	0	1	2
	8:45 AM	0	0	0	0	0
	TOTAL	0	1	0	1	2
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0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

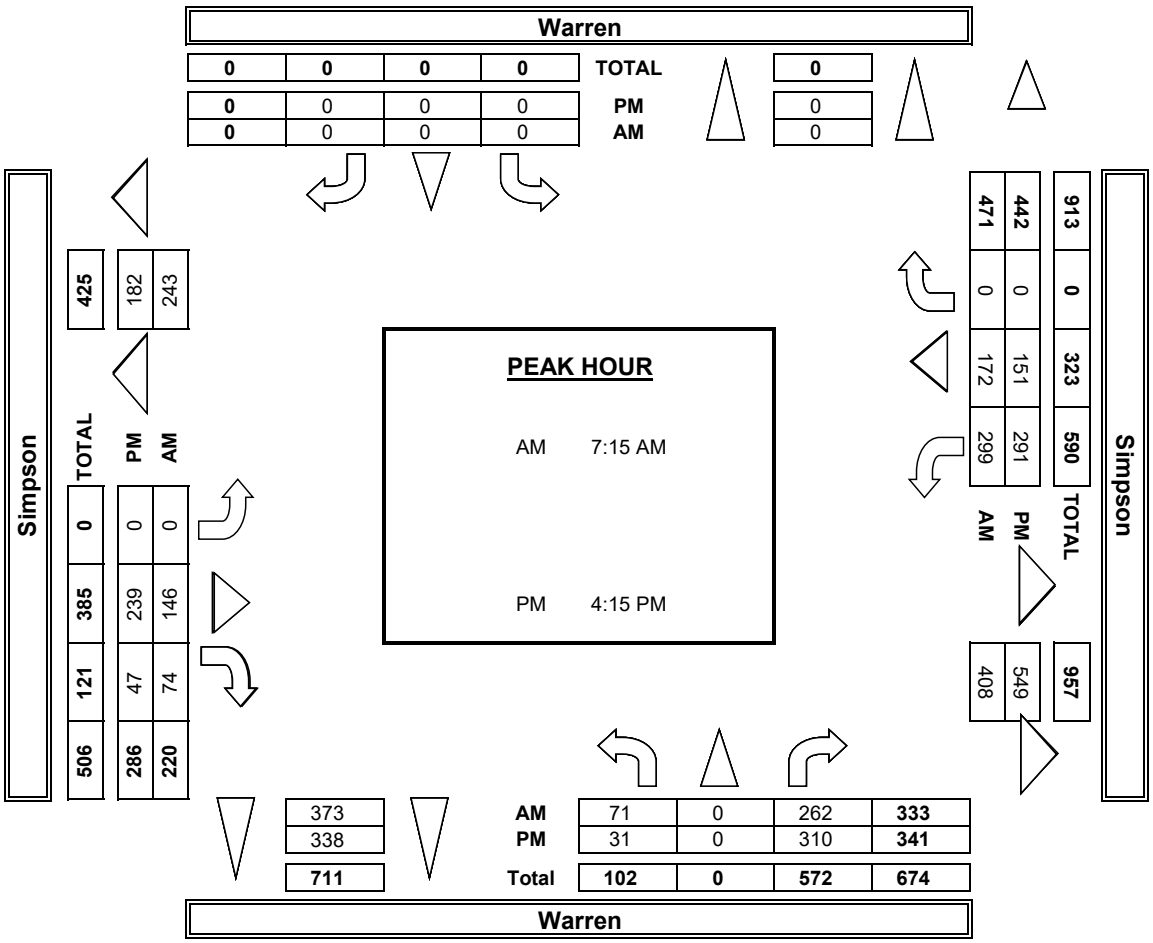
PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
ES	WS	SS	NS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

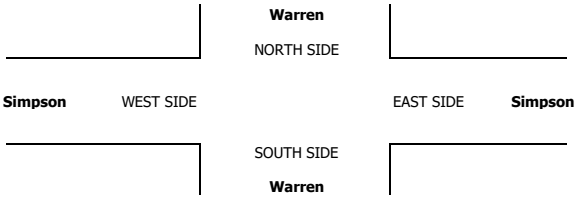
	NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Simpson			WESTBOUND Simpson			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
7:00 AM	38	0	54	0	0	0	0	27	12	71	44	0	246
7:15 AM	31	0	61	0	0	0	0	29	18	87	52	0	278
7:30 AM	11	0	52	0	0	0	0	30	18	59	38	0	208
7:45 AM	12	0	56	0	0	0	0	36	16	57	34	0	211
8:00 AM	16	0	51	0	0	0	0	38	19	76	35	0	235
8:15 AM	9	0	54	0	0	0	0	24	10	59	25	0	181
8:30 AM	10	0	61	0	0	0	0	25	5	65	35	0	201
8:45 AM	7	0	38	0	0	0	0	24	4	50	21	0	144
AM VOLUMES	134	0	427	0	0	0	0	233	102	524	284	0	1,704
AM APPROACH %	24%	0%	76%	0%	0%	0%	0%	70%	30%	65%	35%	0%	
AM APP/DEPART	561	/	0	0	/	626	335	/	660	808	/	418	0
AM BEGIN PEAK HR	7:15 AM												
AM VOLUMES	70	0	220	0	0	0	0	133	71	279	159	0	932
AM APPROACH %	24%	0%	76%	0%	0%	0%	0%	65%	35%	64%	36%	0%	
AM PEAK HR FACTOR		0.788			0.000			0.895			0.788		0.838
AM APP/DEPART	290	/	0	0	/	350	204	/	353	438	/	229	0
4:00 PM	12	0	63	0	0	0	0	47	17	61	32	0	232
4:15 PM	11	0	70	0	0	0	0	64	15	78	37	0	275
4:30 PM	6	0	74	0	0	0	0	53	9	67	30	0	239
4:45 PM	8	0	80	0	0	0	0	41	10	61	34	0	234
5:00 PM	4	0	66	0	0	0	0	56	10	66	43	0	245
5:15 PM	7	0	76	0	0	0	0	59	10	77	37	0	266
5:30 PM	8	0	74	0	0	0	0	59	11	56	27	0	235
5:45 PM	5	0	69	0	0	0	0	49	10	49	24	0	206
PM VOLUMES	61	0	572	0	0	0	0	428	92	515	264	0	1,932
PM APPROACH %	10%	0%	90%	0%	0%	0%	0%	82%	18%	66%	34%	0%	
PM APP/DEPART	633	/	0	0	/	607	520	/	1,000	779	/	325	0
PM BEGIN PEAK HR	4:15 PM												
PM VOLUMES	29	0	290	0	0	0	0	214	44	272	144	0	993
PM APPROACH %	9%	0%	91%	0%	0%	0%	0%	83%	17%	65%	35%	0%	
PM PEAK HR FACTOR		0.906			0.000			0.816			0.904		0.903
PM APP/DEPART	319	/	0	0	/	316	258	/	504	416	/	173	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

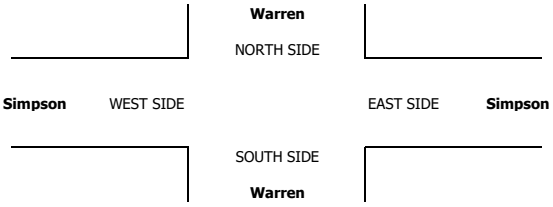
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	3	0	2	0	0	0	0	0	0	3	1	0	9
	7:15 AM	0	0	3	0	0	0	0	3	1	2	1	0	10
	7:30 AM	0	0	10	0	0	0	0	0	0	5	0	0	15
	7:45 AM	0	0	10	0	0	0	0	0	1	3	2	0	16
	8:00 AM	0	0	8	0	0	0	0	3	1	1	2	0	15
	8:15 AM	2	0	3	0	0	0	0	2	1	3	0	0	11
	8:30 AM	0	0	3	0	0	0	0	2	0	0	2	0	7
	8:45 AM	0	0	4	0	0	0	0	0	1	3	0	0	8
	VOLUMES	5	0	43	0	0	0	0	10	5	20	8	0	91
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	67%	33%	71%	29%	0%	
	APP/DEPART	48	/	0	0	/	25	15	/	53	28	/	13	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	31	0	0	0	0	6	3	11	5	0	56
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	67%	33%	69%	31%	0%	
	PEAK HR FACTOR		0.775			0.000			0.563			0.800		0.875
	APP/DEPART	31	/	0	0	/	14	9	/	37	16	/	5	0
PM	4:00 PM	1	0	5	0	0	0	0	5	1	2	5	0	19
	4:15 PM	1	0	3	0	0	0	0	4	1	7	1	0	17
	4:30 PM	0	0	2	0	0	0	0	3	0	3	0	0	8
	4:45 PM	0	0	3	0	0	0	0	5	0	3	0	0	11
	5:00 PM	0	0	5	0	0	0	0	6	0	1	0	0	12
	5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	2	1	4	1	0	8
	5:45 PM	0	0	2	0	0	0	0	1	0	2	0	0	5
	VOLUMES	3	0	21	0	0	0	0	26	3	22	7	0	82
	APPROACH %	13%	0%	88%	0%	0%	0%	0%	90%	10%	76%	24%	0%	
	APP/DEPART	24	/	0	0	/	25	29	/	47	29	/	10	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	1	0	13	0	0	0	0	18	1	14	1	0	48
	APPROACH %	7%	0%	93%	0%	0%	0%	0%	95%	5%	93%	7%	0%	
	PEAK HR FACTOR		0.700			0.000			0.792			0.469		0.706
	APP/DEPART	14	/	0	0	/	15	19	/	31	15	/	2	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
7:00 AM	0	0	2	0	0	0	0	0	0	1	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	2	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
8:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
8:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
AM VOLUMES	0	0	4	0	0	0	0	1	0	5	7	0	17
AM APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	42%	58%	0%	
AM APP/DEPART	4	/	0	0	/	5	1	/	5	12	/	7	0
BEGIN PEAK HR		7:15 AM											
AM PEAK HR VOLUMES	0	0	0	0	0	0	0	0	0	3	6	0	9
AM PEAK HR APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	67%	0%	
AM PEAK HR FACTOR		0.000			0.000			0.000			0.750		0.750
AM PEAK HR APP/DEPART	0	/	0	0	/	3	0	/	0	9	/	6	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	1	0	1	0	0	3
4:30 PM	0	0	1	0	0	0	0	0	0	1	1	0	3
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
PM VOLUMES	0	0	6	0	0	0	0	2	0	2	2	0	12
PM APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	50%	50%	0%	
PM APP/DEPART	6	/	0	0	/	2	2	/	8	4	/	2	0
BEGIN PEAK HR		4:15 PM											
PM PEAK HR VOLUMES	0	0	4	0	0	0	0	2	0	2	1	0	9
PM PEAK HR APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	67%	33%	0%	
PM PEAK HR FACTOR		1.000			0.000			0.500			0.375		0.750
PM PEAK HR APP/DEPART	4	/	0	0	/	2	2	/	6	3	/	1	0

U-TURNS

	NB	SB	EB	WB	TTL
AM	0	0	0	0	0
AM	0	0	0	0	0
AM	0	0	0	0	0
AM	0	0	0	0	0
AM	0	0	0	0	0
AM	0	0	0	0	0
AM	0	0	0	0	0
AM	0	0	0	0	0
AM TOTAL	0	0	0	0	0
PM	0	0	0	0	0
PM	0	0	0	0	0
PM	0	0	0	0	0
PM	0	0	0	0	0
PM	0	0	0	0	0
PM	0	0	0	0	0
PM	0	0	0	0	0
PM	0	0	0	0	0
PM TOTAL	0	0	0	0	0

RTOR

	NRR X	SRR X	ERR X	WRR X
AM	0	0	0	0
AM	0	0	0	0
AM	0	0	0	0
AM	0	0	0	0
AM	0	0	0	0
AM	0	0	0	0
AM	0	0	0	0
AM	0	0	0	0
AM TOTAL	0	0	0	0
AM PEAK HR	0	0	0	0
PM	0	0	0	0
PM	0	0	0	0
PM	0	0	0	0
PM	0	0	0	0
PM	0	0	0	0
PM	0	0	0	0
PM	0	0	0	0
PM	0	0	0	0
PM TOTAL	0	0	0	0
PM PEAK HR	0	0	0	0

Warren

NORTH SIDE

Simpson WEST SIDE EAST SIDE **Simpson**

SOUTH SIDE

Warren

INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

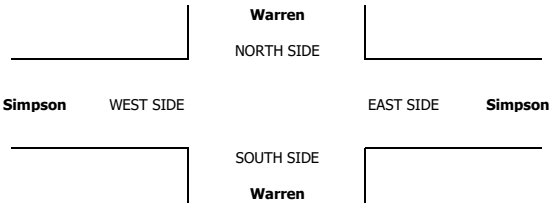
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
	7:15 AM	0	0	3	0	0	0	0	1	0	0	1	0	5
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	7:45 AM	1	0	2	0	0	0	0	1	0	1	0	0	5
	8:00 AM	0	0	3	0	0	0	0	2	0	5	0	0	10
	8:15 AM	0	0	2	0	0	0	0	0	0	1	1	0	4
	8:30 AM	0	0	3	0	0	0	0	0	0	3	1	0	7
	8:45 AM	0	0	3	0	0	0	0	0	0	2	1	0	6
	VOLUMES	1	0	17	0	0	0	0	5	0	12	6	0	41
	APPROACH %	6%	0%	94%	0%	0%	0%	0%	100%	0%	67%	33%	0%	
	APP/DEPART	18	/	0	0	/	12	5	/	22	18	/	7	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	1	0	9	0	0	0	0	4	0	6	1	0	21
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	100%	0%	86%	14%	0%	
	PEAK HR FACTOR		0.833			0.000			0.500			0.350		0.525
	APP/DEPART	10	/	0	0	/	6	4	/	13	7	/	2	0
PM	4:00 PM	1	0	0	0	0	0	0	1	0	1	1	0	4
	4:15 PM	0	0	0	0	0	0	0	0	1	1	1	0	3
	4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
	5:00 PM	0	0	1	0	0	0	0	0	0	2	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	1	2	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	2	0	0	0	0	2	3	6	2	0	17
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	40%	60%	75%	25%	0%	
	APP/DEPART	4	/	0	0	/	9	5	/	4	8	/	4	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	1	0	2	0	0	0	0	1	2	3	1	0	10
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	33%	67%	75%	25%	0%	
	PEAK HR FACTOR		0.375			0.000			0.375			0.500		0.833
	APP/DEPART	3	/	0	0	/	5	3	/	3	4	/	2	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

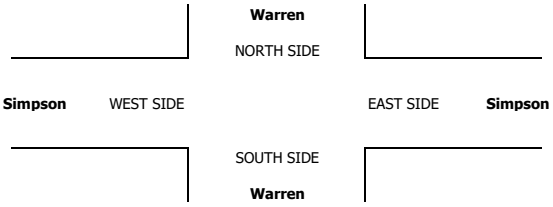
	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
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%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR		7:15 AM											
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	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
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	0	0	0	1	0	2
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
APP/DEPART	1	/	0	0	/	0	0	/	1	1	/	1	0
BEGIN PEAK HR		4:15 PM											
VOLUMES	0	0	1	0	0	0	0	0	0	0	1	0	2
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.500
APP/DEPART	1	/	0	0	/	0	0	/	1	1	/	1	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

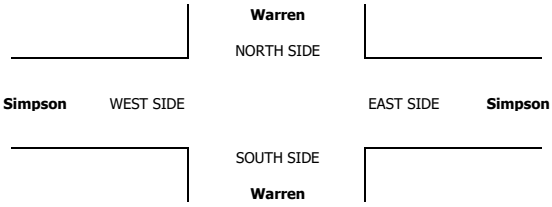
	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	1	0	0	1	0	3
8:00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

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

DATE: Wed, Apr 19, 23

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

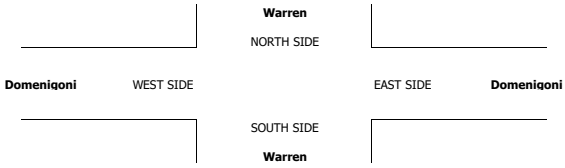
PROJECT #: SC3963
LOCATION #: 27
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

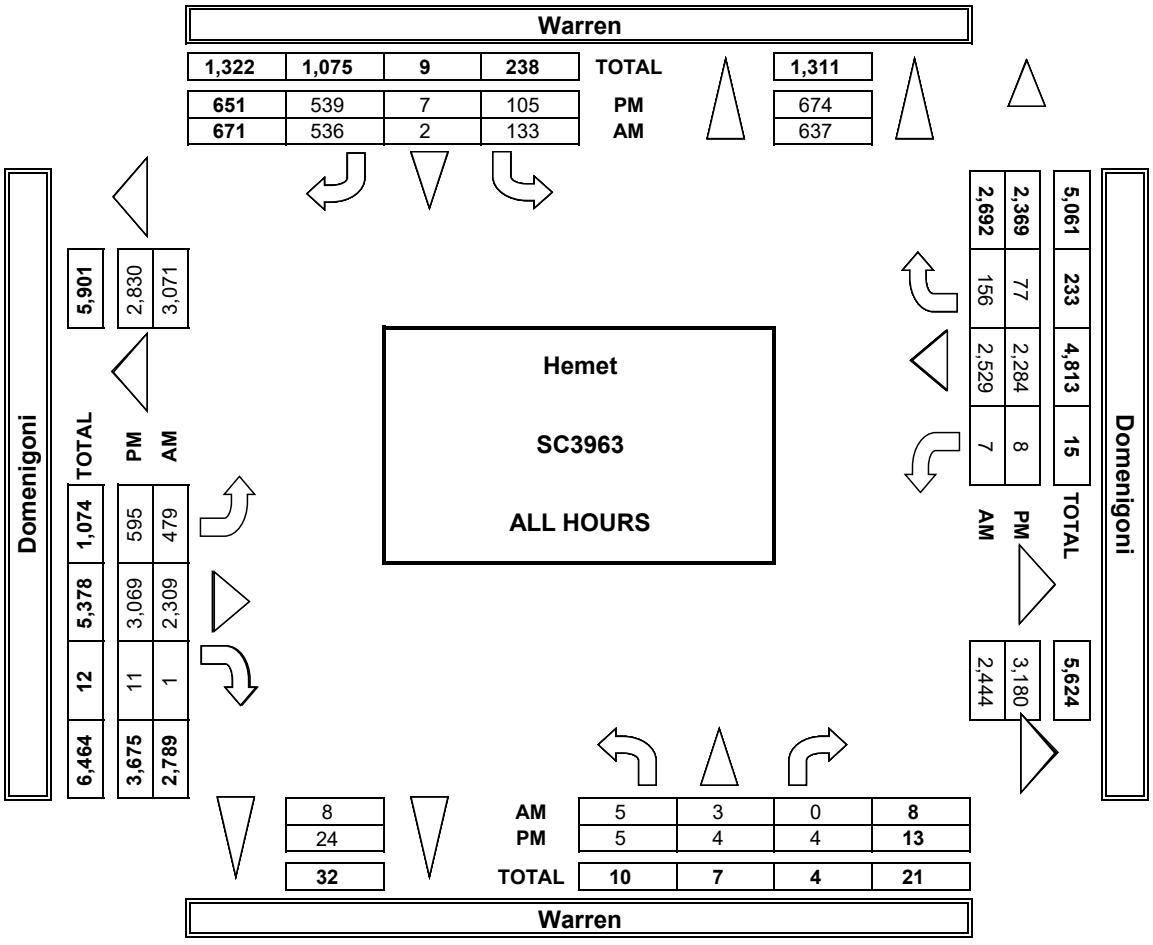
		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Domenigoni			WESTBOUND Domenigoni				U-TURNS					RTOR			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL	NRR 0	SRR 0	ERR 0	WRR 0
AM	7:00 AM	0	1	0	11	0	73	56	257	0	0	359	42	799	0	0	0	0	0	0	20	0	0
	7:15 AM	1	1	0	20	0	89	73	312	0	0	416	32	944	0	0	1	0	1	0	12	0	0
	7:30 AM	1	0	0	22	1	66	58	315	0	0	346	11	820	0	0	0	0	0	0	16	0	0
	7:45 AM	1	0	0	20	0	56	69	313	0	0	317	16	792	0	0	0	0	0	0	12	0	0
	8:00 AM	0	1	0	27	1	78	58	270	0	0	270	16	721	0	0	0	0	0	0	19	0	0
	8:15 AM	1	0	0	20	0	57	61	311	0	0	255	21	726	0	0	0	0	0	0	7	0	0
	8:30 AM	0	0	0	8	0	65	57	256	0	3	298	10	697	0	0	0	1	1	0	13	0	0
	8:45 AM	1	0	0	5	0	52	47	275	1	4	268	8	661	0	0	0	1	1	0	15	0	0
	VOLUMES	5	3	0	133	2	536	479	2,309	1	7	2,529	156	6,160	0	0	1	2	3	0	114	0	0
	APPROACH %	63%	38%	0%	20%	0%	80%	17%	83%	0%	0%	94%	6%										
	APP/DEPART	8	/	637	671	/	8	2,789	/	2,444	2,692	/	3,071	0									
	BEGIN PEAK HR		7:00 AM																				
	VOLUMES	3	2	0	73	1	284	256	1,197	0	0	1,438	101	3,355						0	60	0	0
	APPROACH %	60%	40%	0%	20%	0%	79%	18%	82%	0%	0%	93%	7%										
	PEAK HR FACTOR		0.625			0.821			0.944			0.859		0.889									
	APP/DEPART	5	/	358	358	/	1	1,453	/	1,270	1,539	/	1,726	0									
PM	4:00 PM	1	0	0	14	1	56	77	377	2	3	295	17	843	0	0	0	0	0	0	14	0	0
	4:15 PM	0	0	0	19	2	95	68	367	1	2	311	9	874	0	0	0	0	0	0	12	0	0
	4:30 PM	0	2	0	11	1	73	80	391	2	0	257	11	828	0	0	0	0	0	0	19	0	0
	4:45 PM	1	0	0	15	1	63	77	386	2	0	314	11	870	0	0	0	0	0	0	13	0	0
	5:00 PM	1	0	1	12	0	65	74	365	1	0	296	6	821	0	0	0	0	0	1	22	0	0
	5:15 PM	1	0	1	13	0	80	81	387	2	0	283	7	855	0	0	0	0	0	1	21	0	0
	5:30 PM	0	1	0	13	1	59	62	374	1	1	264	8	784	0	0	0	1	1	0	24	0	0
	5:45 PM	1	1	2	8	1	48	76	422	0	2	264	8	833	0	0	2	1	3	1	11	0	0
	VOLUMES	5	4	4	105	7	539	595	3,069	11	8	2,284	77	6,708	0	0	2	2	4	3	136	0	0
	APPROACH %	38%	31%	31%	16%	1%	83%	16%	84%	0%	0%	96%	3%										
	APP/DEPART	13	/	674	651	/	24	3,675	/	3,180	2,369	/	2,830	0									
	BEGIN PEAK HR		4:00 PM																				
	VOLUMES	2	2	0	59	5	287	302	1,521	7	5	1,177	48	3,415						0	58	0	0
	APPROACH %	50%	50%	0%	17%	1%	82%	17%	83%	0%	0%	96%	4%										
	PEAK HR FACTOR		0.500			0.756			0.967			0.946		0.977									
	APP/DEPART	4	/	352	351	/	17	1,830	/	1,580	1,230	/	1,466	0									

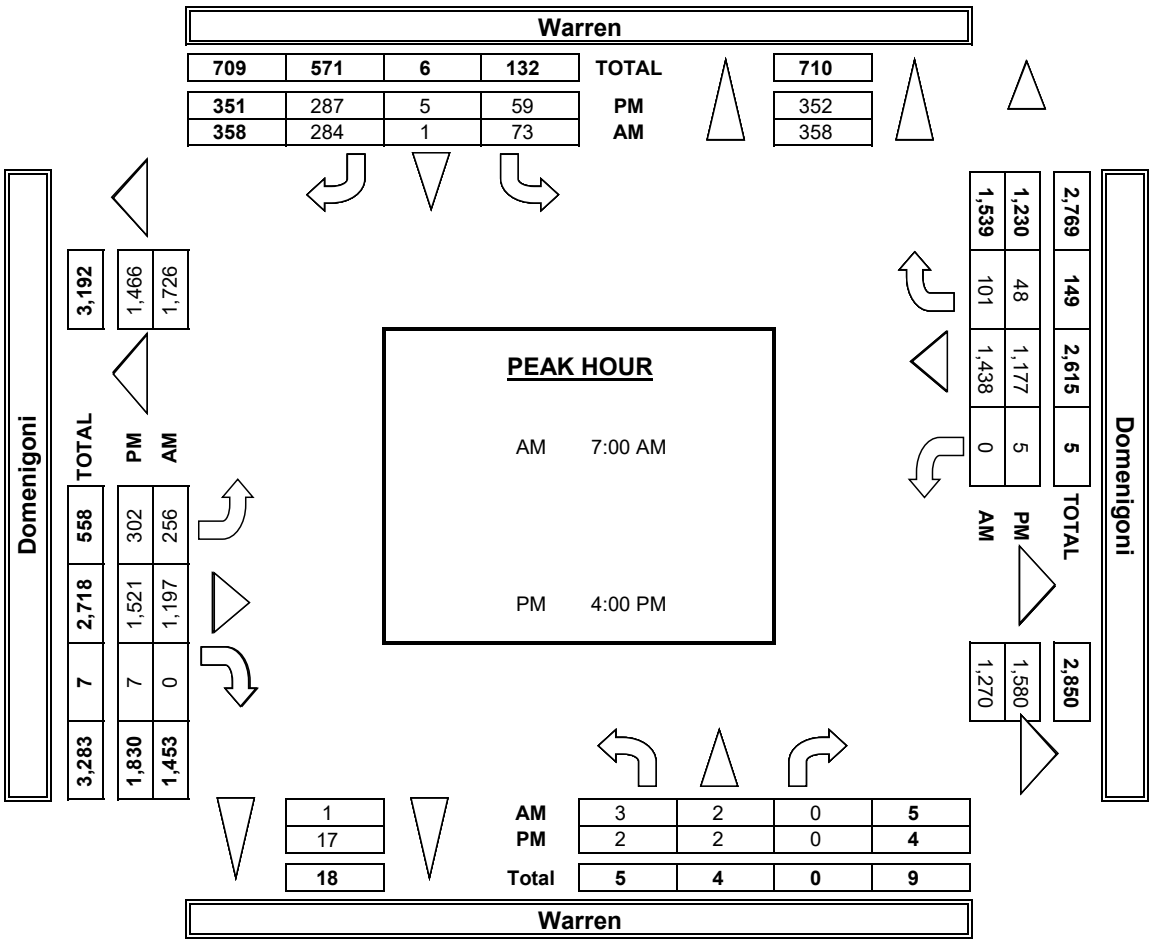


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	1	1	0	2	0	0	0	0	0	0	1	1	0	2
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	1	1	2	0	0	0	0	0	0	0	1	1	2

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

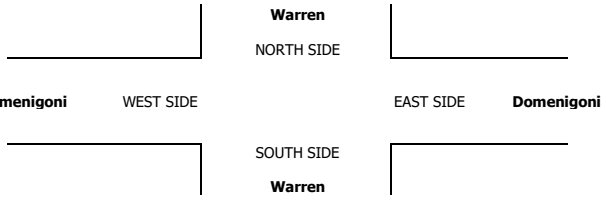
	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Domenigoni)			WESTBOUND (Domenigoni)			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
7:00 AM	0	1	0	11	0	69	53	236	0	0	331	40	741
7:15 AM	1	1	0	18	0	86	65	291	0	0	387	31	880
7:30 AM	1	0	0	22	0	62	50	288	0	0	326	11	760
7:45 AM	0	0	0	17	0	52	55	283	0	0	292	15	714
8:00 AM	0	0	0	27	0	68	49	256	0	0	249	15	664
8:15 AM	1	0	0	19	0	55	56	281	0	0	241	18	671
8:30 AM	0	0	0	7	0	63	52	238	0	3	280	10	653
8:45 AM	1	0	0	3	0	48	39	251	0	4	250	8	604
AM VOLUMES	4	2	0	124	0	503	419	2,124	0	7	2,356	148	5,687
AM APPROACH %	67%	33%	0%	20%	0%	80%	16%	84%	0%	0%	94%	6%	
AM APP/DEPART	6	/	568	627	/	5	2,543	/	2,250	2,511	/	2,864	0
BEGIN PEAK HR	7:00 AM												
AM VOLUMES	2	2	0	68	0	269	222	1,098	0	0	1,336	97	3,095
AM APPROACH %	50%	50%	0%	20%	0%	80%	17%	83%	0%	0%	93%	7%	
AM PEAK HR FACTOR		0.500			0.810			0.928			0.857		0.879
AM APP/DEPART	4	/	321	337	/	0	1,321	/	1,166	1,433	/	1,608	0
4:00 PM	1	0	0	13	1	54	72	349	1	3	283	15	792
4:15 PM	0	0	0	17	2	90	64	343	1	2	292	8	819
4:30 PM	0	1	0	9	1	68	79	357	1	0	241	9	766
4:45 PM	0	0	0	13	0	62	71	356	1	0	295	11	809
5:00 PM	1	0	1	12	0	62	70	340	1	0	283	4	774
5:15 PM	1	0	1	12	0	78	80	365	2	0	267	7	813
5:30 PM	0	1	0	12	0	56	60	359	1	1	252	8	750
5:45 PM	1	1	2	8	1	48	72	405	0	2	253	8	801
PM VOLUMES	4	3	4	96	5	518	568	2,874	8	8	2,166	70	6,324
PM APPROACH %	36%	27%	36%	16%	1%	84%	16%	83%	0%	0%	97%	3%	
PM APP/DEPART	11	/	639	619	/	19	3,450	/	2,976	2,244	/	2,690	0
BEGIN PEAK HR	4:00 PM												
PM VOLUMES	1	1	0	52	4	274	286	1,405	4	5	1,111	43	3,186
PM APPROACH %	50%	50%	0%	16%	1%	83%	17%	83%	0%	0%	96%	4%	
PM PEAK HR FACTOR		0.500			0.757			0.970			0.947		0.973
PM APP/DEPART	2	/	330	330	/	13	1,695	/	1,457	1,159	/	1,386	0

U-TURNS

	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	1	1
AM VOLUMES	0	0	1	2	3
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	2	1	3
PM VOLUMES	0	0	2	2	4

RTOR

	NRR 0	SRR 0	ERR 0	WRR 0
7:00 AM	0	19	0	0
7:15 AM	0	12	0	0
7:30 AM	0	16	0	0
7:45 AM	0	12	0	0
8:00 AM	0	17	0	0
8:15 AM	0	7	0	0
8:30 AM	0	12	0	0
8:45 AM	0	14	0	0
AM VOLUMES	0	109	0	0
AM BEGIN PEAK HR VOLUMES	0	59	0	0
4:00 PM	0	14	0	0
4:15 PM	0	11	0	0
4:30 PM	0	17	0	0
4:45 PM	0	13	0	0
5:00 PM	1	21	0	0
5:15 PM	1	21	0	0
5:30 PM	0	23	0	0
5:45 PM	1	11	0	0
PM VOLUMES	3	131	0	0
PM BEGIN PEAK HR VOLUMES	0	55	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

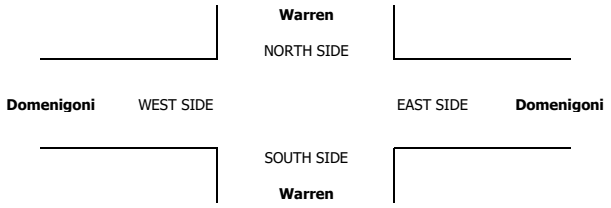
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Domenigoni)			WESTBOUND (Domenigoni)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	3	2	8	0	0	22	1	36
	7:15 AM	0	0	0	2	0	2	5	11	0	0	17	0	37
	7:30 AM	0	0	0	0	1	4	7	23	0	0	11	0	46
	7:45 AM	0	0	0	2	0	3	11	24	0	0	22	0	62
	8:00 AM	0	0	0	0	1	3	7	9	0	0	15	1	36
	8:15 AM	0	0	0	1	0	1	2	15	0	0	7	2	28
	8:30 AM	0	0	0	0	0	0	2	10	0	0	12	0	24
	8:45 AM	0	0	0	1	0	2	4	12	1	0	12	0	32
	VOLUMES	0	0	0	6	2	18	40	112	1	0	118	4	301
	APPROACH %	0%	0%	0%	23%	8%	69%	26%	73%	1%	0%	97%	3%	
	APP/DEPART	0	/	44	26	/	3	153	/	118	122	/	136	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	4	1	12	25	66	0	0	72	1	181
	APPROACH %	0%	0%	0%	24%	6%	71%	27%	73%	0%	0%	99%	1%	
	PEAK HR FACTOR		0.000			0.850			0.650			0.793		0.730
	APP/DEPART	0	/	26	17	/	1	91	/	70	73	/	84	0
PM	4:00 PM	0	0	0	1	0	1	5	23	1	0	7	1	39
	4:15 PM	0	0	0	1	0	3	3	20	0	0	15	1	43
	4:30 PM	0	0	0	2	0	4	0	29	0	0	12	1	48
	4:45 PM	1	0	0	1	1	1	3	27	1	0	13	0	48
	5:00 PM	0	0	0	0	0	1	4	19	0	0	12	1	37
	5:15 PM	0	0	0	0	0	0	1	21	0	0	13	0	35
	5:30 PM	0	0	0	1	1	3	1	14	0	0	10	0	30
	5:45 PM	0	0	0	0	0	0	2	13	0	0	11	0	26
	VOLUMES	1	0	0	6	2	13	19	166	2	0	93	4	306
	APPROACH %	100%	0%	0%	29%	10%	62%	10%	89%	1%	0%	96%	4%	
	APP/DEPART	1	/	23	21	/	4	187	/	172	97	/	107	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	0	0	5	1	9	11	99	2	0	47	3	178
	APPROACH %	100%	0%	0%	33%	7%	60%	10%	88%	2%	0%	94%	6%	
	PEAK HR FACTOR		0.250			0.625			0.903			0.781		0.927
	APP/DEPART	1	/	14	15	/	3	112	/	104	50	/	57	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

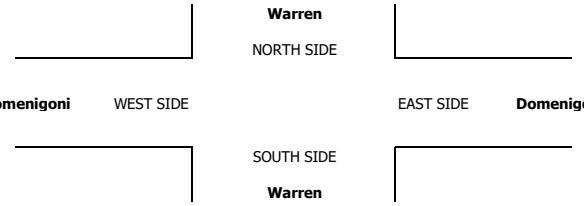
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Domenigoni)			WESTBOUND (Domenigoni)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	1	1	2	0	0	2	0	6
	7:15 AM	0	0	0	0	0	1	0	3	0	0	1	1	6
	7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	2	0	1	0	0	2	0	5
	8:15 AM	0	0	0	0	0	0	0	4	0	0	0	1	5
	8:30 AM	0	0	0	0	0	0	1	1	0	0	2	0	4
	8:45 AM	0	0	0	1	0	0	0	2	0	0	0	0	3
	VOLUMES	0	0	0	2	0	4	2	13	0	0	10	2	33
	APPROACH %	0%	0%	0%	33%	0%	67%	13%	87%	0%	0%	83%	17%	
	APP/DEPART	0	/	4	6	/	0	15	/	15	12	/	14	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	1	0	2	1	5	0	0	6	1	16
	APPROACH %	0%	0%	0%	33%	0%	67%	17%	83%	0%	0%	86%	14%	
	PEAK HR FACTOR		0.000			0.750			0.500			0.583		0.667
	APP/DEPART	0	/	2	3	/	0	6	/	6	7	/	8	0
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	2	1	5
	4:15 PM	0	0	0	0	0	1	1	3	0	0	1	0	6
	4:30 PM	0	1	0	0	0	1	0	3	1	0	1	0	7
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	2	1	0	0	0	0	3
	VOLUMES	0	1	0	0	0	2	4	11	1	0	4	1	24
	APPROACH %	0%	100%	0%	0%	0%	100%	25%	69%	6%	0%	80%	20%	
	APP/DEPART	1	/	6	2	/	1	16	/	11	5	/	6	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	1	0	0	0	2	2	8	1	0	4	1	19
	APPROACH %	0%	100%	0%	0%	0%	100%	18%	73%	9%	0%	80%	20%	
	PEAK HR FACTOR		0.250			0.500			0.688			0.417		0.679
	APP/DEPART	1	/	4	2	/	1	11	/	8	5	/	6	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

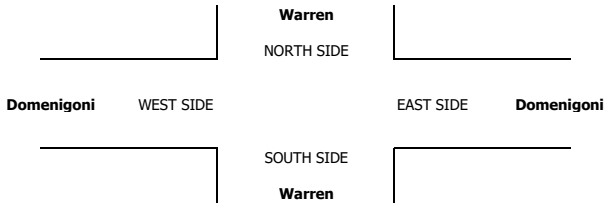
DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/19/23	NORTH & SOUTH:	Warren	LOCATION #:	27
WEDNESDAY	EAST & WEST:	Domenigoni	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Domenigoni)			WESTBOUND (Domenigoni)				U-TURNS					RTOR			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL	NRR 0	SRR 0	ERR 0	WRR 0
AM	7:00 AM	0	0	0	0	0	0	0	11	0	0	2	1	14	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	2	6	0	0	10	0	18	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	3	0	0	5	0	9	0	0	0	0	0	0	0	0	0
	7:45 AM	1	0	0	0	0	1	2	4	0	0	3	1	12	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	5	2	4	0	0	4	0	16	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	3	7	0	0	5	0	16	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	0	2	2	5	0	0	4	0	14	0	0	0	0	0	0	1	0	0
	8:45 AM	0	0	0	0	0	2	3	7	0	0	3	0	15	0	0	0	0	0	0	0	0	0
	VOLUMES	1	1	0	1	0	11	15	47	0	0	36	2	114	0	0	0	0	0	0	1	0	0
	APPROACH %	50%	50%	0%	8%	0%	92%	24%	76%	0%	0%	95%	5%										
	APP/DEPART	2	/	18	12	/	0	62	/	48	38	/	48	0									
	BEGIN PEAK HR	7:00 AM																					
	VOLUMES	1	0	0	0	0	1	5	24	0	0	20	2	53						0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	100%	17%	83%	0%	0%	91%	9%										
	PEAK HR FACTOR	0.250			0.250			0.659			0.550			0.736									
	APP/DEPART	1	/	7	1	/	0	29	/	24	22	/	22	0									
PM	4:00 PM	0	0	0	0	0	1	0	2	0	0	2	0	5	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	1	0	1	0	1	0	0	3	0	6	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	1	0	0	3	1	6	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	1	3	0	0	6	0	11	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	2	0	1	0	0	1	1	5	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	1	0	2	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	3	0	6	2	11	0	0	20	2	44	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	33%	0%	67%	15%	85%	0%	0%	91%	9%										
	APP/DEPART	0	/	4	9	/	0	13	/	14	22	/	26	0									
	BEGIN PEAK HR	4:00 PM																					
	VOLUMES	0	0	0	2	0	2	2	7	0	0	14	1	28						0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	22%	78%	0%	0%	93%	7%										
	PEAK HR FACTOR	0.000			0.500			0.563			0.625			0.636									
	APP/DEPART	0	/	3	4	/	0	9	/	9	15	/	16	0									



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

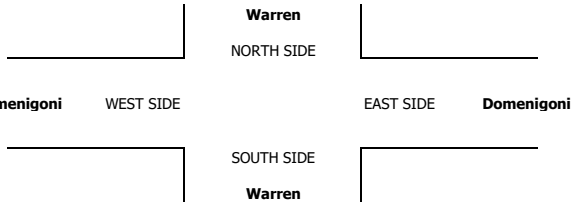
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Domenigoni)			WESTBOUND (Domenigoni)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	0	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	
	APP/DEPART	0	/	1	0	/	0	1	/	0	1	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	1	0	0	0	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500
	APP/DEPART	0	/	1	0	/	0	1	/	0	1	/	1	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

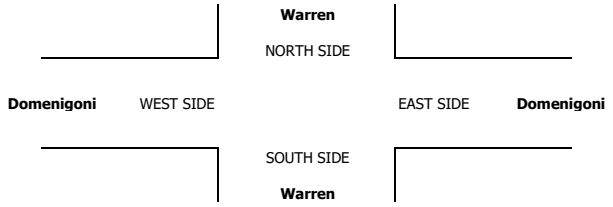
	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Domenigoni)			WESTBOUND (Domenigoni)			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
7:15 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	1	3	0	0	3	0	7
VOLUMES	0	0	0	0	0	0	3	12	0	0	9	0	24
APPROACH %	0%	0%	0%	0%	0%	0%	20%	80%	0%	0%	100%	0%	
APP/DEPART	0	/	3	0	/	0	15	/	12	9	/	9	0
BEGIN PEAK HR		7:00 AM											
VOLUMES	0	0	0	0	0	0	2	3	0	0	4	0	9
APPROACH %	0%	0%	0%	0%	0%	0%	40%	60%	0%	0%	100%	0%	
PEAK HR FACTOR		0.000			0.000			0.625			0.500		0.750
APP/DEPART	0	/	2	0	/	0	5	/	3	4	/	4	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
VOLUMES	0	0	0	0	0	0	1	7	0	0	0	0	8
APPROACH %	0%	0%	0%	0%	0%	0%	13%	88%	0%	0%	0%	0%	
APP/DEPART	0	/	1	0	/	0	8	/	7	0	/	0	0
BEGIN PEAK HR		4:00 PM											
VOLUMES	0	0	0	0	0	0	0	2	0	0	0	0	2
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
PEAK HR FACTOR		0.000			0.000			0.500			0.000		0.500
APP/DEPART	0	/	0	0	/	0	2	/	2	0	/	0	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

DATE: Wed, Apr 19, 23

LOCATION: Hemet
NORTH & SOUTH: Warren
EAST & WEST: SR-74

PROJECT #: SC3960
LOCATION #: 4
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

☑ Add U-Turns to Left Turns

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

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
1	0	0	0	1
1	0	0	1	2
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
0	0	0	1	1
0	0	0	1	1
4	0	0	3	7
0	0	1	1	2
0	0	0	2	2
2	0	0	1	3
1	0	0	2	3
2	0	1	0	3
3	0	1	0	4
1	0	0	3	4
0	0	1	0	1
9	0	4	9	22

RTOR

NRR	SRR	ERR	WRR
19	18	13	0
12	20	6	0
11	24	13	0
16	18	15	0
13	30	20	1
24	22	10	0
19	16	10	1
11	17	19	0
125	165	106	2
52	92	54	1
36	16	6	0
31	19	12	0
24	26	16	1
33	24	15	1
33	25	11	1
32	13	17	0
24	14	17	1
29	25	20	1
242	162	114	5
122	88	59	3

Warren

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

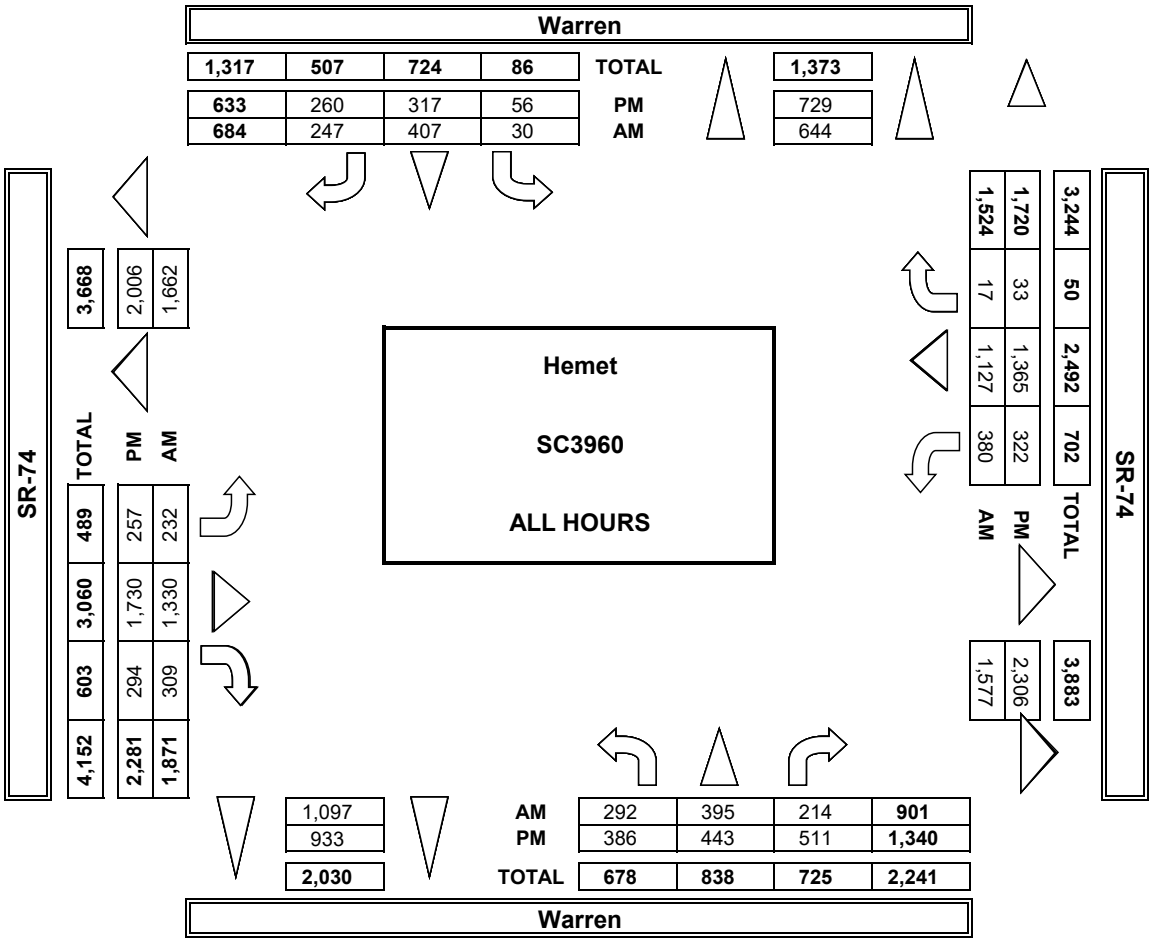
SOUTH SIDE

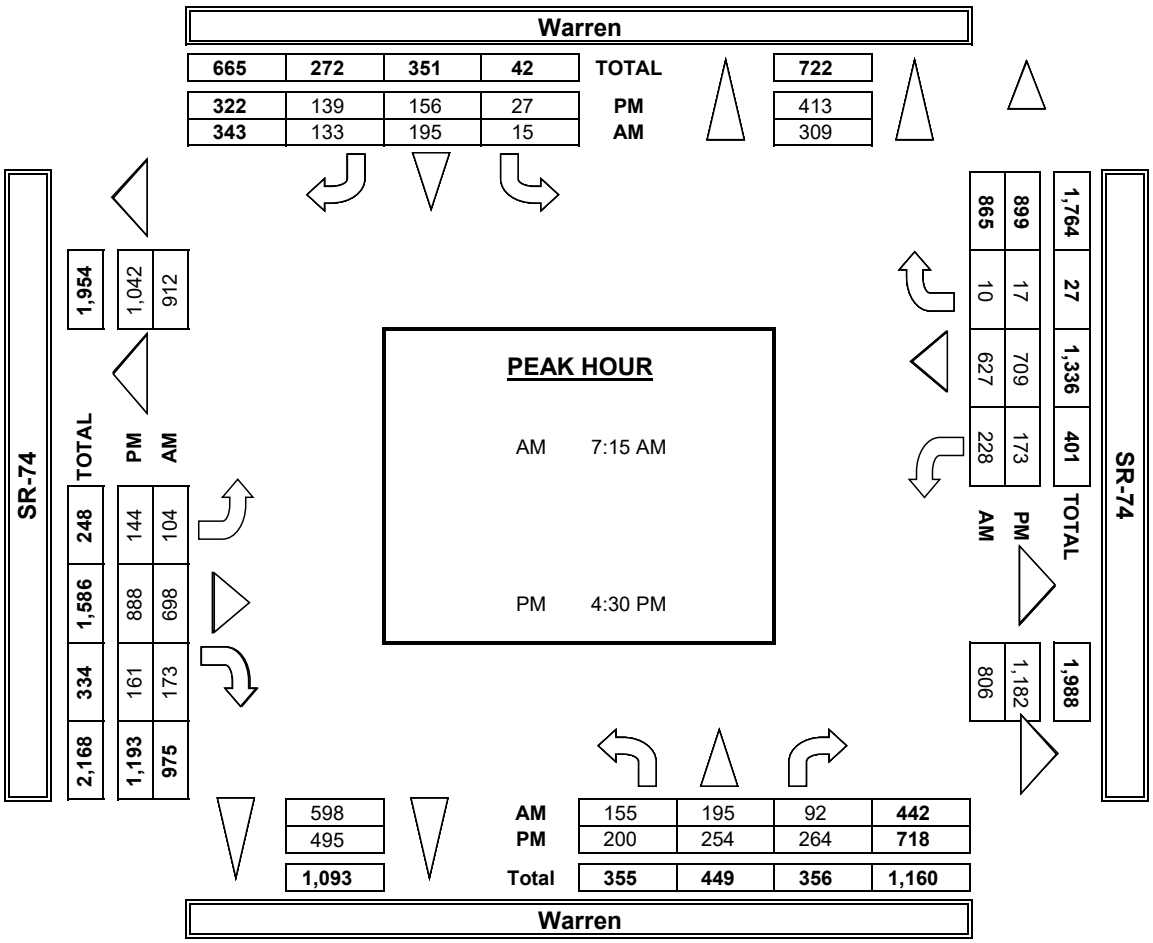
Warren

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	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	0	0	0
	4:15 PM	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	0	1	2	1	0	0	1	2	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

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

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼	
	Factor	1	1.5	2	3	2	2					

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

Warren

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

Warren

INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

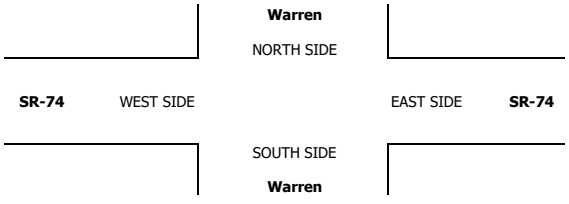
	NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND SR-74			WESTBOUND SR-74			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	26	45	24	0	44	21	22	117	25	36	115	1	476
7:15 AM	45	50	18	3	34	23	21	138	22	50	151	2	557
7:30 AM	39	49	21	4	39	31	16	132	26	46	157	2	562
7:45 AM	28	35	26	3	48	19	20	188	40	72	135	4	618
8:00 AM	26	43	22	3	46	35	26	166	53	52	120	2	594
8:15 AM	21	36	36	5	56	30	30	139	20	31	101	1	506
8:30 AM	27	49	33	3	51	22	24	154	34	30	112	3	542
8:45 AM	31	37	22	4	50	17	28	147	38	43	116	1	534
AM VOLUMES	243	344	202	25	368	198	187	1,181	258	360	1,007	16	4,389
AM APPROACH %	31%	44%	26%	4%	62%	34%	12%	73%	16%	26%	73%	1%	
AM APP/DEPART	789	/	547	591	/	987	1,626	/	1,410	1,383	/	1,445	0
BEGIN PEAK HR	7:15 AM												
AM VOLUMES	136	177	87	13	167	108	83	624	141	219	563	10	2,331
AM APPROACH %	34%	44%	22%	5%	58%	38%	10%	74%	17%	28%	71%	1%	
AM PEAK HR FACTOR		0.889			0.857			0.855			0.940		0.943
AM APP/DEPART	402	/	270	288	/	529	848	/	725	793	/	807	0
4:00 PM	31	35	67	7	38	24	24	177	19	51	145	7	625
4:15 PM	39	39	60	9	41	24	20	249	36	30	160	2	709
4:30 PM	53	49	52	5	36	42	30	194	42	47	182	5	737
4:45 PM	29	60	66	9	33	29	35	196	41	43	142	1	684
5:00 PM	48	67	79	4	39	34	33	218	33	41	147	5	748
5:15 PM	49	61	60	7	37	21	33	216	35	32	200	5	756
5:30 PM	53	57	60	3	40	27	31	187	35	34	154	5	686
5:45 PM	45	47	47	10	28	27	22	179	36	26	157	2	626
PM VOLUMES	347	415	491	54	292	228	228	1,616	277	304	1,287	32	5,571
PM APPROACH %	28%	33%	39%	9%	51%	40%	11%	76%	13%	19%	79%	2%	
PM APP/DEPART	1,253	/	671	574	/	881	2,121	/	2,162	1,623	/	1,857	0
BEGIN PEAK HR	4:30 PM												
PM VOLUMES	171	237	257	25	145	126	129	824	151	163	671	16	2,925
PM APPROACH %	25%	35%	38%	8%	49%	43%	12%	75%	14%	19%	79%	2%	
PM PEAK HR FACTOR		0.867			0.892			0.974			0.897		0.967
PM APP/DEPART	673	/	382	296	/	467	1,106	/	1,106	850	/	970	0

U-TURNS

	NB	SB	EB	WB	TTL
AM	0	0	0	0	0
	1	0	0	0	1
	0	0	0	1	1
	0	0	0	0	0
	1	0	0	0	1
	1	0	0	0	1
	0	0	0	1	1
	0	0	0	0	0
AM TOTAL	3	0	0	2	5
PM	0	0	1	0	1
	0	0	0	1	1
	2	0	0	0	2
	1	0	0	0	1
	2	0	1	0	3
	3	0	1	0	4
	1	0	0	0	1
	0	0	1	0	1
PM TOTAL	9	0	4	1	14

RTOR

	NRR 0	SRR 0	ERR 0	WRR 0
AM	18	16	10	0
	12	17	4	0
	11	19	11	0
	15	12	14	0
	13	27	20	1
	22	20	9	0
	19	12	10	1
	10	10	17	0
AM TOTAL	120	133	95	2
AM PEAK HR	51	75	49	1
PM	35	15	6	0
	28	15	11	0
	24	23	15	1
	32	21	13	1
	32	24	8	1
	32	13	16	0
	24	13	16	1
	27	22	20	1
PM TOTAL	234	146	105	5
PM PEAK HR	120	81	52	3



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

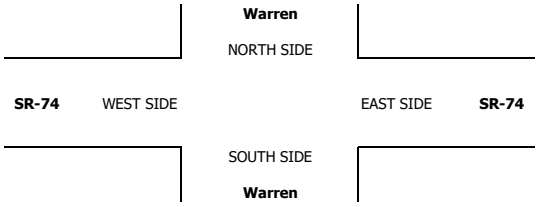
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (SR-74)			WESTBOUND (SR-74)			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	2	6	1	1	1	2	0	13	2	1	10	0	39
	7:15 AM	2	1	0	1	4	4	2	8	6	1	8	0	37
	7:30 AM	4	4	1	1	6	2	2	9	4	2	9	0	44
	7:45 AM	3	1	1	0	5	4	3	10	7	1	8	0	43
	8:00 AM	4	4	0	0	0	5	5	8	6	2	6	0	40
	8:15 AM	3	6	0	0	0	4	1	10	0	4	9	0	37
	8:30 AM	5	4	1	1	3	3	3	8	2	0	7	0	37
	8:45 AM	11	3	1	0	3	3	3	10	3	0	9	1	47
	VOLUMES	34	29	5	4	22	27	19	76	30	11	66	1	324
	APPROACH %	50%	43%	7%	8%	42%	51%	15%	61%	24%	14%	85%	1%	
	APP/DEPART	68	/	49	53	/	64	125	/	85	78	/	126	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	12	10	2	2	15	15	12	35	23	6	31	0	164
	APPROACH %	48%	40%	8%	6%	47%	47%	17%	50%	33%	16%	84%	0%	
	PEAK HR FACTOR		0.694			0.889			0.875			0.841		0.932
	APP/DEPART	25	/	22	32	/	45	70	/	39	37	/	58	0
PM	4:00 PM	1	2	3	0	3	1	4	4	0	1	12	0	31
	4:15 PM	2	5	5	0	4	4	3	10	2	0	6	0	41
	4:30 PM	5	1	1	2	2	4	5	11	2	1	8	0	42
	4:45 PM	4	3	2	0	1	3	2	13	0	0	13	0	41
	5:00 PM	0	1	3	0	1	1	3	11	2	0	6	0	28
	5:15 PM	3	4	0	0	1	1	0	12	1	2	3	1	28
	5:30 PM	2	0	3	0	1	5	2	10	2	1	8	0	34
	5:45 PM	4	0	1	0	3	3	1	8	0	0	6	0	26
	VOLUMES	21	16	18	2	16	22	20	79	9	5	62	1	271
	APPROACH %	38%	29%	33%	5%	40%	55%	19%	73%	8%	7%	91%	1%	
	APP/DEPART	55	/	37	40	/	30	108	/	99	68	/	105	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	12	9	6	2	5	9	10	47	5	3	30	1	139
	APPROACH %	44%	33%	22%	13%	31%	56%	16%	76%	8%	9%	88%	3%	
	PEAK HR FACTOR		0.750			0.500			0.861			0.654		0.827
	APP/DEPART	27	/	20	16	/	13	62	/	55	34	/	51	0

U-TURNS

AM NB	AM SB	AM EB	AM WB	AM TTL	PM NB	PM SB	PM EB	PM WB	PM TTL
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	0	0	0	0	0

RTOR

AM NRR	AM SRR	AM ERR	AM WRR	PM NRR	PM SRR	PM ERR	PM WRR
0	0	0	0	1	1	0	0
0	3	2	0	3	3	0	0
0	1	2	0	0	3	1	0
0	4	1	0	1	3	0	0
0	3	0	0	1	1	2	0
0	1	0	0	0	0	1	0
0	2	0	0	0	1	1	0
0	2	1	0	1	2	0	0
1	18	7	0	7	14	5	0
0	11	5	0	2	7	4	0



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

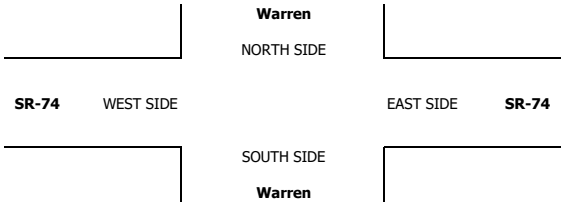
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (SR-74)			WESTBOUND (SR-74)			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	1	2	0	0	0	0	0	1	1	0	2	0	7
	7:15 AM	1	0	0	0	0	0	0	4	0	0	3	0	8
	7:30 AM	0	0	1	0	2	0	0	2	0	0	2	0	7
	7:45 AM	0	0	1	0	1	0	1	5	1	0	0	0	9
	8:00 AM	2	0	0	0	2	0	1	3	0	0	2	0	10
	8:15 AM	0	1	1	0	0	0	1	2	1	0	0	0	6
	8:30 AM	0	0	0	0	0	1	0	3	0	0	0	0	4
	8:45 AM	2	0	1	0	0	5	0	1	0	1	2	0	12
	VOLUMES	6	3	4	0	5	6	3	21	3	1	11	0	63
	APPROACH %	46%	23%	31%	0%	45%	55%	11%	78%	11%	8%	92%	0%	
	APP/DEPART	13	/	6	11	/	9	27	/	25	12	/	23	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	3	0	2	0	5	0	2	14	1	0	7	0	34
	APPROACH %	60%	0%	40%	0%	100%	0%	12%	82%	6%	0%	100%	0%	
	PEAK HR FACTOR		0.625			0.625			0.607			0.583		0.850
	APP/DEPART	5	/	2	5	/	6	17	/	16	7	/	10	0
PM	4:00 PM	0	1	0	0	0	0	0	1	1	0	0	0	3
	4:15 PM	3	1	0	0	2	0	0	0	0	0	1	0	7
	4:30 PM	2	1	0	0	0	0	1	1	0	0	0	0	5
	4:45 PM	1	0	0	0	0	0	2	0	1	1	0	0	5
	5:00 PM	1	2	0	0	0	0	0	1	0	0	1	0	5
	5:15 PM	1	0	0	0	1	0	0	0	0	0	2	0	4
	5:30 PM	1	0	0	0	1	0	1	0	0	0	1	0	4
	5:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
	VOLUMES	9	5	1	0	4	0	4	4	2	1	5	0	35
	APPROACH %	60%	33%	7%	0%	100%	0%	40%	40%	20%	17%	83%	0%	
	APP/DEPART	15	/	9	4	/	7	10	/	5	6	/	14	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	5	3	0	0	1	0	3	2	1	1	3	0	19
	APPROACH %	63%	38%	0%	0%	100%	0%	50%	33%	17%	25%	75%	0%	
	PEAK HR FACTOR		0.667			0.250			0.500			0.500		0.950
	APP/DEPART	8	/	6	1	/	3	6	/	2	4	/	8	0

U-TURNS

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

RTOR

NRR	SRR	ERR	WRR
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0
0	1	0	0
1	4	0	0
3	5	1	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	1	0
0	0	1	0



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

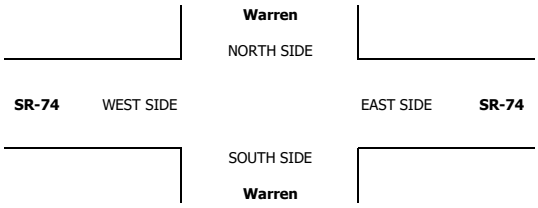
		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND SR-74			WESTBOUND SR-74			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	3	0	1	0	0	1	6	1	2	1	1	0	16
	7:15 AM	0	4	0	0	1	0	2	5	3	0	1	0	16
	7:30 AM	0	1	1	0	1	6	0	6	2	0	2	0	19
	7:45 AM	0	1	0	0	1	3	1	5	2	0	5	0	18
	8:00 AM	0	1	0	0	5	0	4	4	1	2	6	0	23
	8:15 AM	0	5	1	1	2	1	4	5	2	1	3	0	25
	8:30 AM	4	3	0	0	2	2	3	2	0	1	3	0	20
	8:45 AM	0	2	0	0	0	2	2	2	6	2	2	0	18
	VOLUMES	7	17	3	1	12	15	22	30	18	7	23	0	155
	APPROACH %	26%	63%	11%	4%	43%	54%	31%	43%	26%	23%	77%	0%	
	APP/DEPART	27	/	39	28	/	37	70	/	34	30	/	45	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	7	1	0	8	9	7	20	8	2	14	0	76
	APPROACH %	0%	88%	13%	0%	47%	53%	20%	57%	23%	13%	88%	0%	
	PEAK HR FACTOR		0.500			0.607			0.875			0.500		0.826
	APP/DEPART	8	/	14	17	/	18	35	/	21	16	/	23	0
PM	4:00 PM	0	1	0	0	0	0	2	5	0	1	2	0	11
	4:15 PM	1	0	0	0	0	2	2	0	1	0	1	0	7
	4:30 PM	1	1	0	0	1	1	0	1	0	2	0	0	7
	4:45 PM	1	2	0	0	0	0	0	2	0	0	0	0	5
	5:00 PM	0	1	1	0	3	2	0	1	1	0	1	0	10
	5:15 PM	1	0	0	0	1	1	0	0	0	0	0	0	3
	5:30 PM	3	0	0	0	0	1	1	1	1	0	0	0	7
	5:45 PM	0	0	0	0	0	2	0	2	0	0	2	0	6
	VOLUMES	7	5	1	0	5	9	5	12	3	3	6	0	56
	APPROACH %	54%	38%	8%	0%	36%	64%	25%	60%	15%	33%	67%	0%	
	APP/DEPART	13	/	10	14	/	11	20	/	13	9	/	22	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	3	4	1	0	5	4	0	4	1	2	1	0	25
	APPROACH %	38%	50%	13%	0%	56%	44%	0%	80%	20%	67%	33%	0%	
	PEAK HR FACTOR		0.667			0.450			0.625			0.375		0.625
	APP/DEPART	8	/	4	9	/	8	5	/	5	3	/	8	0

U-TURNS

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

RTOR

NRR	SRR	ERR	WRR
0	0	1	0
0	0	0	0
0	4	0	0
0	2	0	0
0	0	0	0
1	1	1	0
0	1	0	0
0	1	1	0
1	9	3	0
0	6	0	0
0	0	0	0
0	1	1	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	1	0	0
0	2	2	0
0	0	1	0



INTERSECTION TURNING MOVEMENT COUNTS

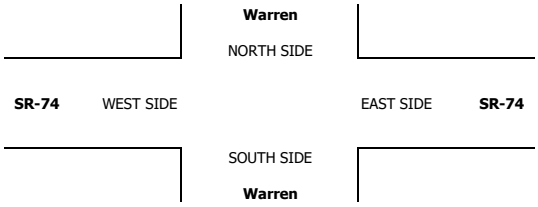
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

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

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (SR-74)			WESTBOUND (SR-74)				U-TURNS					RTOR			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL	NRR 0	SRR 0	ERR 0	WRR 0
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%										
	APP/DEPART	1	/	2	0	/	0	1	/	0	0	/	0	0									
	BEGIN PEAK HR	7:15 AM																					
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000									
	APP/DEPART	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	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	1	0
	5:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	VOLUMES	2	1	0	0	0	0	0	1	1	1	0	0	6	0	0	0	0	0	0	0	1	0
	APPROACH %	67%	33%	0%	0%	0%	0%	0%	50%	50%	100%	0%	0%										
	APP/DEPART	3	/	1	0	/	2	2	/	1	1	/	2	0									
	BEGIN PEAK HR	4:30 PM																					
	VOLUMES	1	1	0	0	0	0	0	1	1	1	0	0	5						0	0	1	0
	APPROACH %	50%	50%	0%	0%	0%	0%	0%	50%	50%	100%	0%	0%										
	PEAK HR FACTOR	0.250			0.000			0.250			0.250			0.625									
	APP/DEPART	2	/	1	0	/	2	2	/	1	1	/	1	0									



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

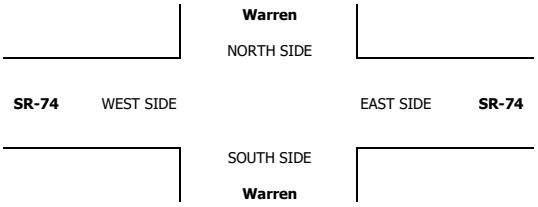
	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (SR-74)			WESTBOUND (SR-74)			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
7:15 AM	1	0	0	0	0	1	0	2	0	0	6	0	10
7:30 AM	0	1	0	0	0	0	0	0	0	0	4	0	5
7:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	1	0	0	0	0	0	0	2	0	0	3	0	6
8:30 AM	0	0	0	0	0	0	0	7	0	0	2	0	9
8:45 AM	0	0	0	0	0	0	0	7	0	0	0	0	7
AM VOLUMES	2	1	0	0	0	1	0	22	0	0	20	0	46
AM APPROACH %	67%	33%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
AM APP/DEPART	3	/	1	1	/	0	22	/	22	20	/	23	0
AM BEGIN PEAK HR	7:15 AM												
AM PEAK HR VOLUMES	1	1	0	0	0	1	0	5	0	0	12	0	20
AM PEAK HR APPROACH %	50%	50%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
AM PEAK HR FACTOR		0.500			0.250			0.625			0.500		0.500
AM PEAK HR APP/DEPART	2	/	1	1	/	0	5	/	5	12	/	14	0
4:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	3	1	0	2	0	6
4:45 PM	0	0	0	0	0	0	0	6	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	1	0	2	0	3
5:30 PM	0	0	0	0	0	1	0	2	0	0	0	0	3
5:45 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
PM VOLUMES	0	1	0	0	0	1	0	18	2	0	5	0	27
PM APPROACH %	0%	100%	0%	0%	0%	100%	0%	90%	10%	0%	100%	0%	
PM APP/DEPART	1	/	1	1	/	2	20	/	18	5	/	6	0
PM BEGIN PEAK HR	4:30 PM												
PM PEAK HR VOLUMES	0	0	0	0	0	0	0	10	2	0	4	0	16
PM PEAK HR APPROACH %	0%	0%	0%	0%	0%	0%	0%	83%	17%	0%	100%	0%	
PM PEAK HR FACTOR		0.000			0.000			0.500			0.500		0.667
PM PEAK HR APP/DEPART	0	/	0	0	/	2	12	/	10	4	/	4	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

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

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Stetson			WESTBOUND Stetson			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:00 AM	1	66	12	35	49	5	14	13	1	13	13	47	269
	7:15 AM	0	80	24	27	59	6	6	9	1	12	20	57	301
	7:30 AM	1	64	21	35	48	6	7	15	1	14	20	61	293
	7:45 AM	1	79	23	47	51	12	10	21	0	18	11	49	322
	8:00 AM	1	70	14	52	69	4	10	12	0	17	15	49	313
	8:15 AM	0	81	22	31	55	13	13	11	0	9	12	25	272
	8:30 AM	0	68	18	31	54	2	13	16	1	12	12	55	282
	8:45 AM	1	65	12	49	47	9	6	17	1	7	13	47	274
	VOLUMES	5	573	146	307	432	57	79	114	5	102	116	390	2,326
	APPROACH %	1%	79%	20%	39%	54%	7%	40%	58%	3%	17%	19%	64%	
	APP/DEPART	724	/	1,042	796	/	539	198	/	567	608	/	178	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	3	293	82	161	227	28	33	57	2	61	66	216	1,229
	APPROACH %	1%	78%	22%	39%	55%	7%	36%	62%	2%	18%	19%	63%	
	PEAK HR FACTOR		0.909			0.832			0.742			0.903		0.954
	APP/DEPART	378	/	542	416	/	290	92	/	300	343	/	97	0
PM	4:00 PM	1	70	21	39	78	7	9	18	2	22	17	43	327
	4:15 PM	0	69	15	50	78	7	17	28	0	20	16	40	340
	4:30 PM	1	70	20	53	82	7	13	23	1	22	18	48	358
	4:45 PM	0	81	18	60	69	6	11	28	2	21	13	47	356
	5:00 PM	1	66	9	44	76	8	13	18	1	24	18	63	341
	5:15 PM	0	83	10	52	70	10	8	31	2	15	25	52	358
	5:30 PM	2	77	9	44	66	5	7	23	1	11	13	50	308
	5:45 PM	0	64	10	41	53	9	11	18	0	15	13	43	277
	VOLUMES	5	580	112	383	572	59	89	187	9	150	133	386	2,665
	APPROACH %	1%	83%	16%	38%	56%	6%	31%	66%	3%	22%	20%	58%	
	APP/DEPART	697	/	1,055	1,014	/	731	285	/	682	669	/	197	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	2	300	57	209	297	31	45	100	6	82	74	210	1,413
	APPROACH %	1%	84%	16%	39%	55%	6%	30%	66%	4%	22%	20%	57%	
	PEAK HR FACTOR		0.907			0.945			0.921			0.871		0.987
	APP/DEPART	359	/	555	537	/	385	151	/	366	366	/	107	0

U-TURNS

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

RTOR

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

Warren

NORTH SIDE

Stetson WEST SIDE EAST SIDE **Stetson**

SOUTH SIDE

Warren

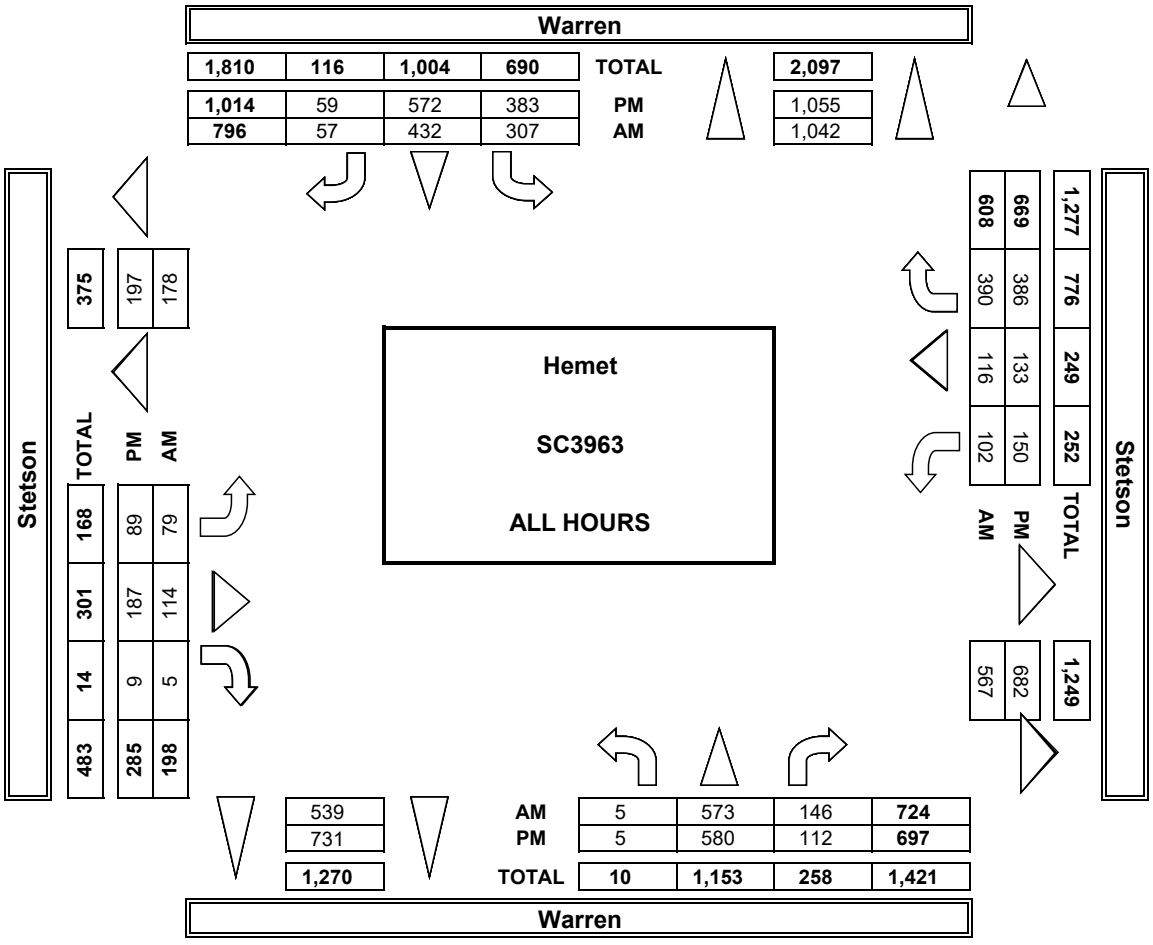
	ALL PED AND BIKE				
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL	0	1	0	1	2
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0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

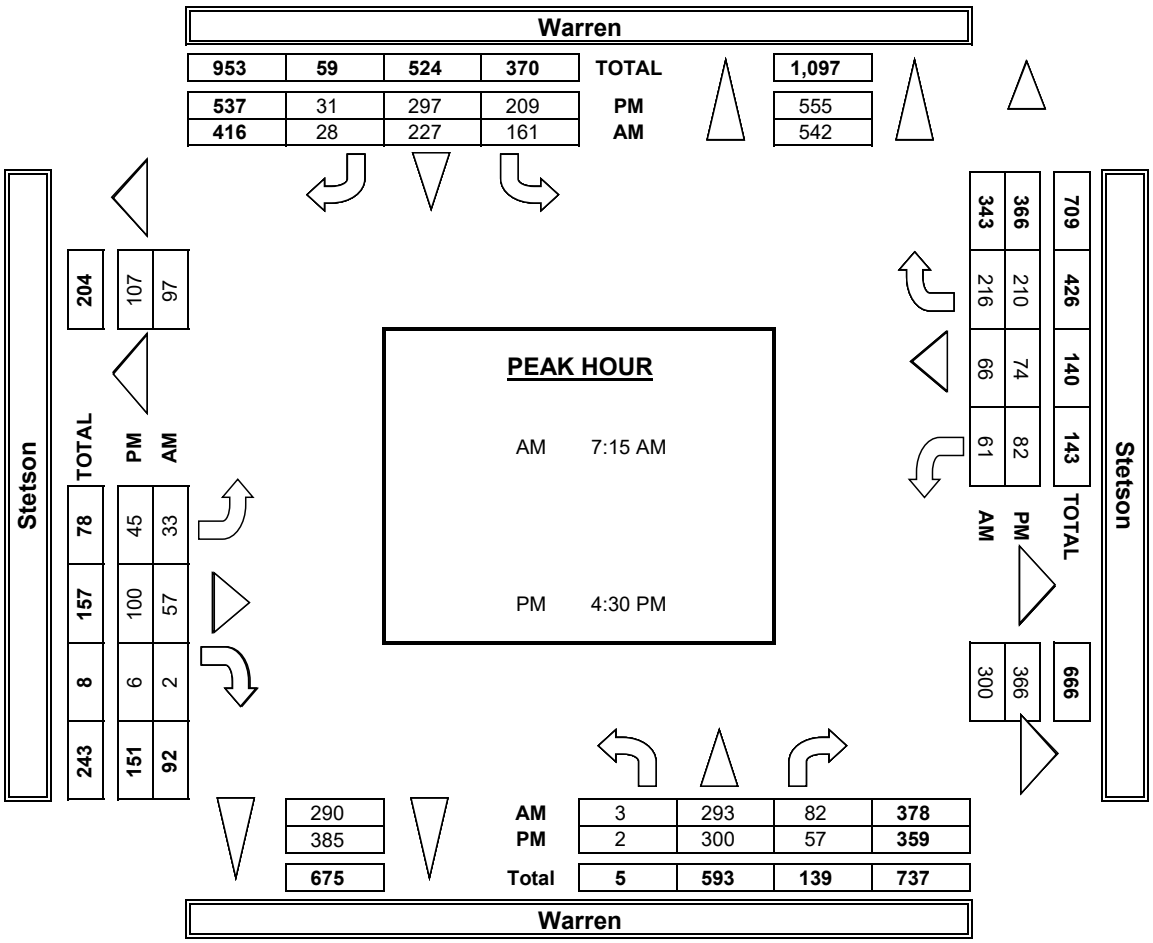
	PEDESTRIAN CROSSINGS				
	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	1	1
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0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

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

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

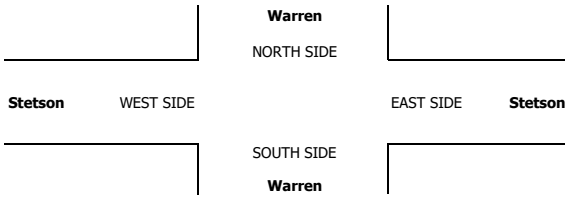
	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Stetson)			WESTBOUND (Stetson)			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0.5	WR 0.5	TOTAL
AM													
7:00 AM	1	60	12	33	44	4	13	12	1	11	12	39	242
7:15 AM	0	72	22	21	50	6	6	8	1	12	17	54	269
7:30 AM	1	57	18	25	43	6	4	11	1	14	19	56	255
7:45 AM	1	77	19	41	40	11	9	18	0	17	11	45	289
8:00 AM	1	60	10	46	60	3	8	12	0	14	12	41	267
8:15 AM	0	71	21	25	51	13	10	10	0	6	11	23	241
8:30 AM	0	62	17	28	49	2	13	16	1	10	11	42	251
8:45 AM	1	53	12	44	38	9	6	15	1	6	10	31	226
VOLUMES	5	512	131	263	375	54	69	102	5	90	103	331	2,040
APPROACH %	1%	79%	20%	38%	54%	8%	39%	58%	3%	17%	20%	63%	
APP/DEPART	648	/	912	692	/	470	176	/	496	524	/	162	0
BEGIN PEAK HR		7:15 AM											
VOLUMES	3	266	69	133	193	26	27	49	2	57	59	196	1,080
APPROACH %	1%	79%	20%	38%	55%	7%	35%	63%	3%	18%	19%	63%	
PEAK HR FACTOR		0.871			0.807			0.722			0.876		0.934
APP/DEPART	338	/	489	352	/	252	78	/	251	312	/	88	0
PM													
4:00 PM	1	62	20	38	73	6	8	18	2	21	16	41	306
4:15 PM	0	57	14	48	72	6	16	28	0	17	14	36	308
4:30 PM	0	65	19	51	75	7	13	19	1	21	18	45	334
4:45 PM	0	72	15	57	67	5	11	26	1	19	11	43	327
5:00 PM	1	58	8	43	73	6	12	18	1	23	16	61	320
5:15 PM	0	81	10	50	65	10	7	28	2	15	24	45	337
5:30 PM	2	75	9	42	64	4	7	21	1	10	13	48	296
5:45 PM	0	60	10	40	50	9	11	18	0	15	13	39	265
VOLUMES	4	530	105	369	539	53	85	176	8	141	125	358	2,493
APPROACH %	1%	83%	16%	38%	56%	6%	32%	65%	3%	23%	20%	57%	
APP/DEPART	639	/	973	961	/	688	269	/	650	624	/	182	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	1	276	52	201	280	28	43	91	5	78	69	194	1,318
APPROACH %	0%	84%	16%	39%	55%	6%	31%	65%	4%	23%	20%	57%	
PEAK HR FACTOR		0.904			0.957			0.914			0.853		0.978
APP/DEPART	329	/	513	509	/	363	139	/	344	341	/	98	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

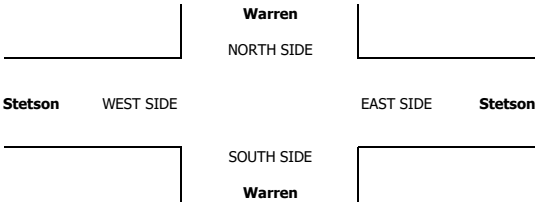
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Stetson)			WESTBOUND (Stetson)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:00 AM	0	3	0	1	3	0	1	0	0	1	1	3	13
	7:15 AM	0	4	2	4	6	0	0	1	0	0	2	3	22
	7:30 AM	0	5	3	9	5	0	2	4	0	0	1	5	34
	7:45 AM	0	1	4	5	6	1	0	3	0	1	0	3	24
	8:00 AM	0	5	4	4	2	0	1	0	0	2	3	7	28
	8:15 AM	0	6	1	4	1	0	0	0	0	2	1	2	17
	8:30 AM	0	3	1	3	1	0	0	0	0	1	0	13	22
	8:45 AM	0	5	0	4	2	0	0	2	0	0	2	13	28
	VOLUMES	0	32	15	34	26	1	4	10	0	7	10	49	188
	APPROACH %	0%	68%	32%	56%	43%	2%	29%	71%	0%	11%	15%	74%	
	APP/DEPART	47	/	85	61	/	33	14	/	59	66	/	11	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	15	13	22	19	1	3	8	0	3	6	18	108
	APPROACH %	0%	54%	46%	52%	45%	2%	27%	73%	0%	11%	22%	67%	
	PEAK HR FACTOR		0.778			0.750			0.458			0.563		0.794
	APP/DEPART	28	/	36	42	/	22	11	/	43	27	/	7	0
PM	4:00 PM	0	7	1	1	3	1	1	0	0	1	1	1	17
	4:15 PM	0	7	1	2	3	1	1	0	0	3	2	3	23
	4:30 PM	1	3	1	1	4	0	0	3	0	1	0	3	17
	4:45 PM	0	6	1	0	2	0	0	1	1	2	1	2	16
	5:00 PM	0	5	0	1	1	0	1	0	0	1	0	1	10
	5:15 PM	0	1	0	1	3	0	0	3	0	0	1	5	14
	5:30 PM	0	1	0	2	1	1	0	2	0	1	0	1	9
	5:45 PM	0	2	0	1	3	0	0	0	0	0	0	3	9
	VOLUMES	1	32	4	9	20	3	3	9	1	9	5	19	115
	APPROACH %	3%	86%	11%	28%	63%	9%	23%	69%	8%	27%	15%	58%	
	APP/DEPART	37	/	54	32	/	30	13	/	22	33	/	9	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	1	15	2	3	10	0	1	7	1	4	2	11	57
	APPROACH %	6%	83%	11%	23%	77%	0%	11%	78%	11%	24%	12%	65%	
	PEAK HR FACTOR		0.643			0.650			0.750			0.708		0.838
	APP/DEPART	18	/	27	13	/	15	9	/	12	17	/	3	0

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

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

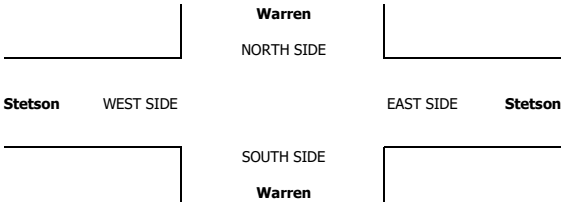
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Stetson)			WESTBOUND (Stetson)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:00 AM	0	2	0	0	1	0	0	1	0	1	0	2	7
	7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	1	3	0	1	0	0	0	0	1	6
	8:00 AM	0	0	0	1	2	0	0	0	0	0	0	1	4
	8:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:45 AM	0	1	0	0	2	0	0	0	0	0	1	2	6
	VOLUMES	0	5	0	2	9	0	1	1	0	2	3	6	29
	APPROACH %	0%	100%	0%	18%	82%	0%	50%	50%	0%	18%	27%	55%	
	APP/DEPART	5	/	12	11	/	11	2	/	3	11	/	3	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	1	0	2	6	0	1	0	0	0	1	2	13
	APPROACH %	0%	100%	0%	25%	75%	0%	100%	0%	0%	0%	33%	67%	
	PEAK HR FACTOR		0.250			0.500			0.250			0.750		0.542
	APP/DEPART	1	/	4	8	/	6	1	/	2	3	/	1	0
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
	4:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	5
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	4:45 PM	0	1	0	1	0	1	0	1	0	0	0	1	5
	5:00 PM	0	1	0	0	0	0	0	0	0	0	2	1	4
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
	VOLUMES	0	8	0	1	4	1	1	1	0	0	2	5	23
	APPROACH %	0%	100%	0%	17%	67%	17%	50%	50%	0%	0%	29%	71%	
	APP/DEPART	8	/	14	6	/	4	2	/	2	7	/	3	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	3	0	1	1	1	1	1	0	0	2	3	13
	APPROACH %	0%	100%	0%	33%	33%	33%	50%	50%	0%	0%	40%	60%	
	PEAK HR FACTOR		0.750			0.375			0.500			0.417		0.650
	APP/DEPART	3	/	7	3	/	1	2	/	2	5	/	3	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Stetson)			WESTBOUND (Stetson)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0.5	WR 0.5	TOTAL
AM	7:00 AM	0	1	0	1	1	1	0	0	0	0	0	2	6
	7:15 AM	0	4	0	2	2	0	0	0	0	0	0	0	8
	7:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	2
	7:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	8:00 AM	0	4	0	1	5	1	1	0	0	1	0	0	13
	8:15 AM	0	3	0	2	3	0	3	0	0	0	0	0	11
	8:30 AM	0	3	0	0	4	0	0	0	0	0	0	0	7
	8:45 AM	0	6	0	1	5	0	0	0	0	0	0	1	13
	VOLUMES	0	22	0	8	22	2	5	0	0	1	0	3	63
	APPROACH %	0%	100%	0%	25%	69%	6%	100%	0%	0%	25%	0%	75%	
	APP/DEPART	22	/	30	32	/	23	5	/	8	4	/	2	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	9	0	4	9	1	2	0	0	1	0	0	26
	APPROACH %	0%	100%	0%	29%	64%	7%	100%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.563			0.500			0.500			0.250		0.500
	APP/DEPART	9	/	11	14	/	10	2	/	4	1	/	1	0
PM	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	4:15 PM	0	1	0	0	2	0	0	0	0	0	0	1	4
	4:30 PM	0	1	0	0	1	0	0	1	0	0	0	0	3
	4:45 PM	0	1	1	2	0	0	0	0	0	0	1	1	6
	5:00 PM	0	2	1	0	2	2	0	0	0	0	0	0	7
	5:15 PM	0	1	0	0	2	0	0	0	0	0	0	1	4
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	8	2	2	8	2	0	1	0	0	1	4	28
	APPROACH %	0%	80%	20%	17%	67%	17%	0%	100%	0%	0%	20%	80%	
	APP/DEPART	10	/	12	12	/	8	1	/	5	5	/	3	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	0	5	2	2	5	2	0	1	0	0	1	2	20
	APPROACH %	0%	71%	29%	22%	56%	22%	0%	100%	0%	0%	33%	67%	
	PEAK HR FACTOR		0.583			0.563			0.250			0.375		0.714
	APP/DEPART	7	/	7	9	/	5	1	/	5	3	/	3	0

U-TURNS

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

RTOR

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

Warren

NORTH SIDE

Stetson WEST SIDE EAST SIDE **Stetson**

SOUTH SIDE

Warren

INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

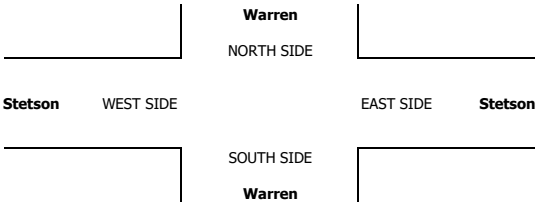
	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Stetson)			WESTBOUND (Stetson)			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0.5	WR 0.5	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
AM APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
AM APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
BEGIN PEAK HR		7:15 AM											
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%	
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
AM APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2
PM APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PM APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500
PM APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0

U-TURNS

	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
AM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
PM	0	0	0	0	0

RTOR

	NRR X	SRR X	ERR X	WRR X
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
AM	0	0	0	0
AM PEAK HR	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
PM	0	0	0	0
PM PEAK HR	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

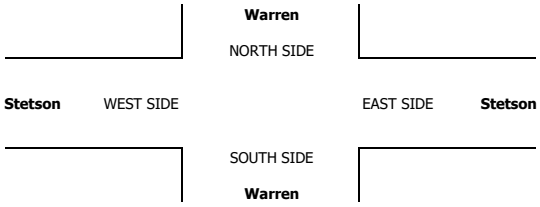
	NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Stetson			WESTBOUND Stetson			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0.5	WR 0.5	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
VOLUMES	0	2	0	0	0	0	0	0	0	2	0	1	5
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	67%	0%	33%	
APP/DEPART	2	/	3	0	/	2	0	/	0	3	/	0	0
BEGIN PEAK HR		7:15 AM											
VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500
APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
VOLUMES	0	1	1	2	0	0	0	0	0	0	0	0	4
APPROACH %	0%	50%	50%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	1	2	/	0	0	/	3	0	/	0	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	0	0	1	2	0	0	0	0	0	0	0	0	3
APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR		0.250			0.500			0.000			0.000		0.750
APP/DEPART	1	/	0	2	/	0	0	/	3	0	/	0	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

DATE: Tue, Apr 25, 23

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

PROJECT #: SC3963
LOCATION #: 30
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

Add U-Turns to Left Turns

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

U-TURNS

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

RTOR

NRR	SRR	ERR	WRR
0	X	X	0
9	0	0	2
8	0	0	11
13	0	0	10
4	0	0	7
4	0	0	8
6	0	0	10
3	0	0	5
7	0	0	3
54	0	0	56
27	0	0	35
19	0	0	9
10	0	0	12
14	0	0	7
11	0	0	7
13	0	0	6
13	0	0	6
14	0	0	7
5	0	0	3
99	0	0	57
54	0	0	35

Warren

NORTH SIDE

Mustang WEST SIDE EAST SIDE **Mustang**

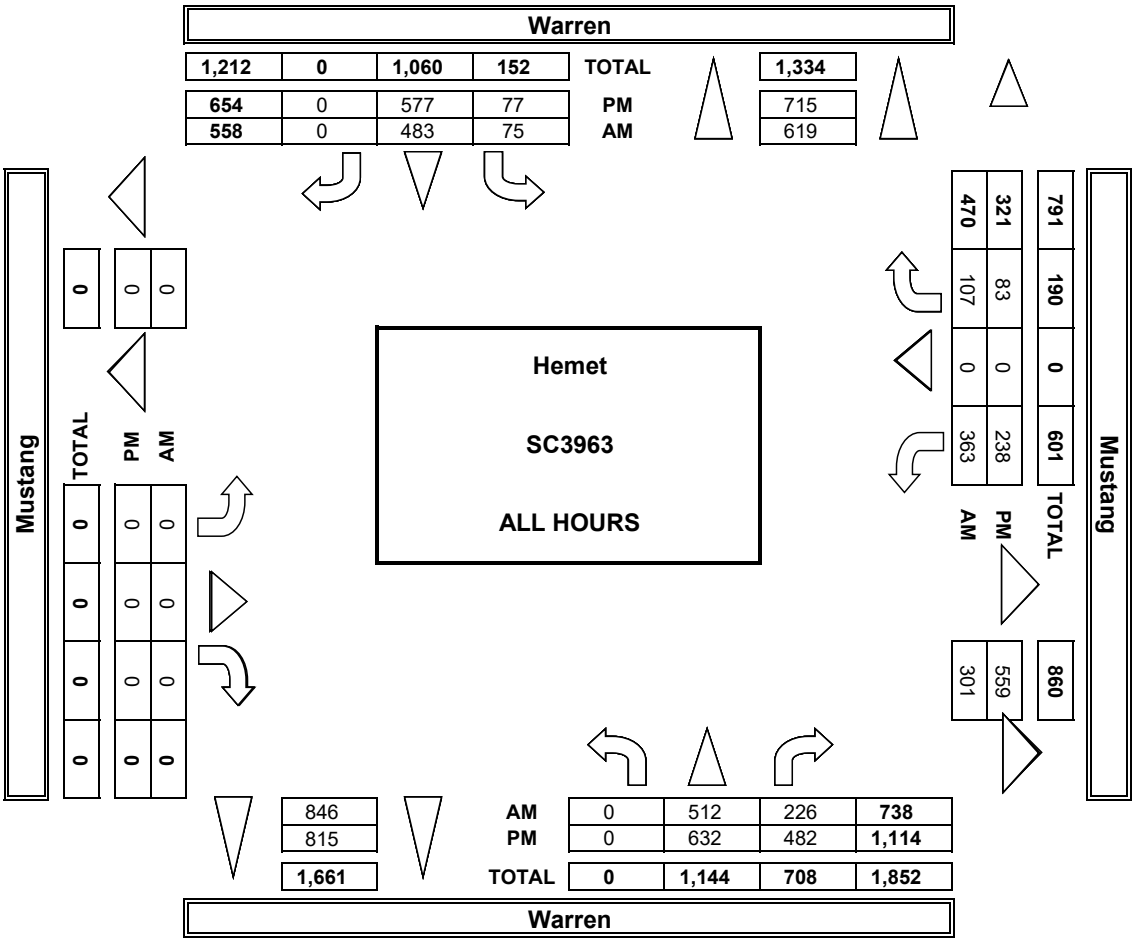
SOUTH SIDE

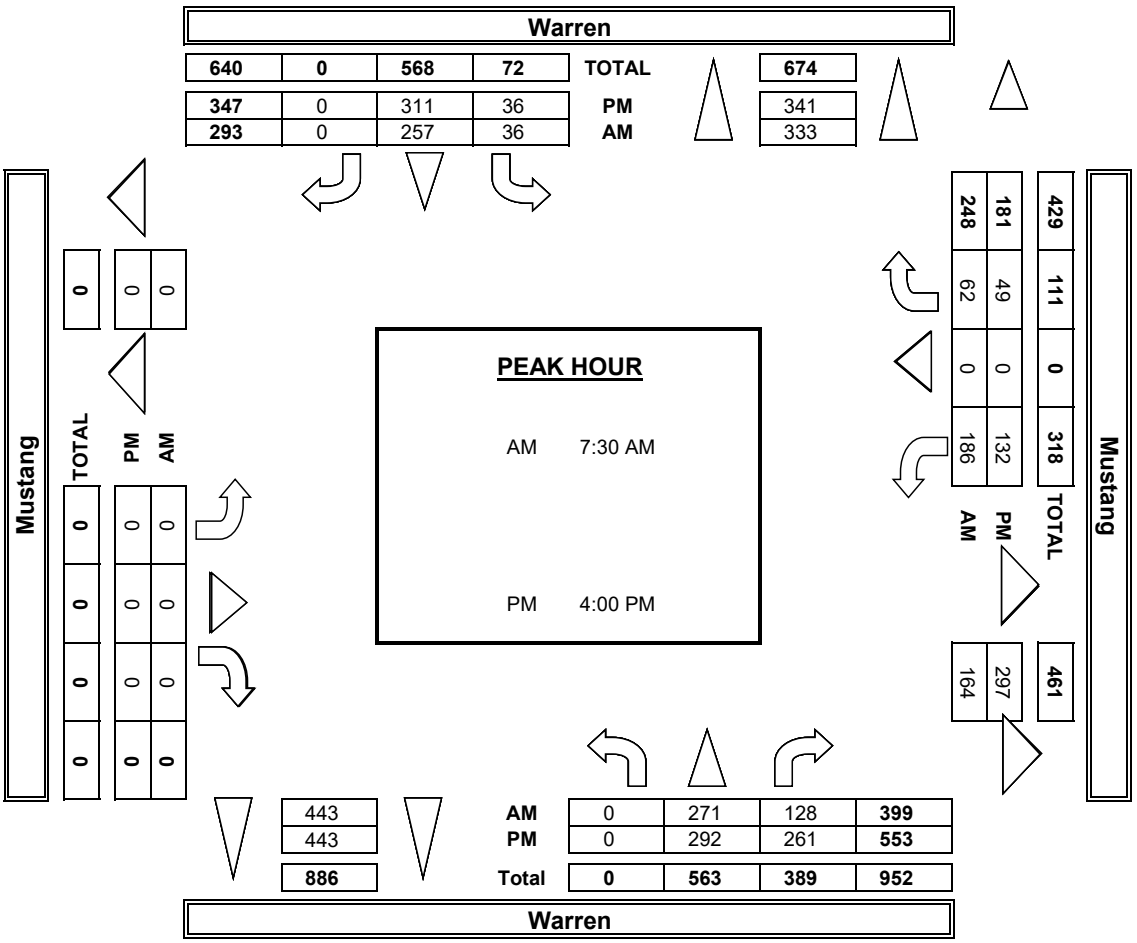
Warren

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	TOTAL	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
4/25/23	LOCATION:	Hemet	PROJECT #:	SC3963	
TUESDAY	NORTH & SOUTH:	Warren	LOCATION #:	30	
	EAST & WEST:	Mustang	CONTROL:	SIGNAL	

CLASS 1: PASSENGER VEHICLES

NOTES:

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

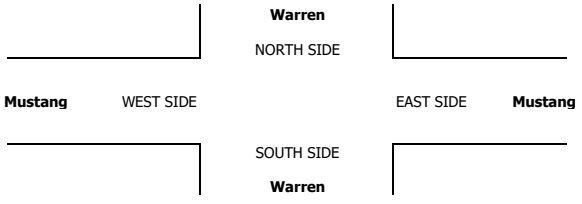
		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Mustang			WESTBOUND Mustang			
	LANES:	NL X	NT 2	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
AM	7:00 AM	0	54	20	6	53	0	0	0	0	50	0	7	190
	7:15 AM	0	72	18	8	54	0	0	0	0	52	0	12	216
	7:30 AM	0	46	32	5	61	0	0	0	0	44	0	15	203
	7:45 AM	0	64	24	10	49	0	0	0	0	42	0	16	205
	8:00 AM	0	72	26	8	51	0	0	0	0	41	0	13	211
	8:15 AM	0	67	25	11	74	0	0	0	0	43	0	13	233
	8:30 AM	0	48	19	12	54	0	0	0	0	31	0	9	173
	8:45 AM	0	51	18	5	42	0	0	0	0	22	0	10	148
	VOLUMES	0	474	182	65	438	0	0	0	0	325	0	95	1,579
	APPROACH %	0%	72%	28%	13%	87%	0%	0%	0%	0%	77%	0%	23%	
	APP/DEPART	656	/	569	503	/	763	0	/	247	420	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	249	107	34	235	0	0	0	0	170	0	57	852
	APPROACH %	0%	70%	30%	13%	87%	0%	0%	0%	0%	75%	0%	25%	
	PEAK HR FACTOR		0.908			0.791			0.000			0.962		0.914
	APP/DEPART	356	/	306	269	/	405	0	/	141	227	/	0	0
PM	4:00 PM	0	69	64	8	60	0	0	0	0	32	0	14	247
	4:15 PM	0	69	69	4	75	0	0	0	0	29	0	12	258
	4:30 PM	0	67	53	12	93	0	0	0	0	31	0	8	264
	4:45 PM	0	67	64	9	57	0	0	0	0	27	0	7	231
	5:00 PM	0	62	43	11	70	0	0	0	0	33	0	10	229
	5:15 PM	0	80	47	11	71	0	0	0	0	23	0	10	242
	5:30 PM	0	94	53	10	50	0	0	0	0	22	0	7	236
	5:45 PM	0	84	60	7	60	0	0	0	0	19	0	5	235
	VOLUMES	0	592	453	72	536	0	0	0	0	216	0	73	1,942
	APPROACH %	0%	57%	43%	12%	88%	0%	0%	0%	0%	75%	0%	25%	
	APP/DEPART	1,045	/	665	608	/	752	0	/	525	289	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	272	250	33	285	0	0	0	0	119	0	41	1,000
	APPROACH %	0%	52%	48%	10%	90%	0%	0%	0%	0%	74%	0%	26%	
	PEAK HR FACTOR		0.946			0.757			0.000			0.870		0.947
	APP/DEPART	522	/	313	318	/	404	0	/	283	160	/	0	0

U-TURNS

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

RTOR

NRR 0	SRR X	ERR X	WRR 0
8	0	0	2
4	0	0	10
11	0	0	9
3	0	0	7
3	0	0	8
5	0	0	10
3	0	0	5
6	0	0	3
43	0	0	54
22	0	0	34
17	0	0	9
10	0	0	10
14	0	0	6
10	0	0	5
11	0	0	6
9	0	0	6
12	0	0	6
4	0	0	3
87	0	0	51
51	0	0	30



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	Warren	LOCATION #:	30
TUESDAY	EAST & WEST:	Mustang	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

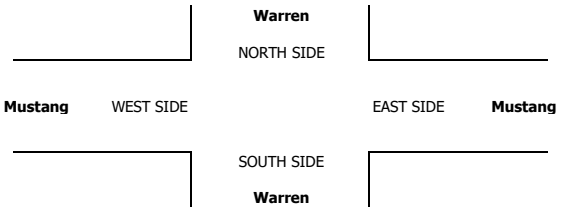
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Mustang)			WESTBOUND (Mustang)			
	LANES:	NL X	NT 2	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
AM	7:00 AM	0	3	2	2	5	0	0	0	0	7	0	0	19
	7:15 AM	0	2	2	2	2	0	0	0	0	2	0	2	12
	7:30 AM	0	6	3	0	2	0	0	0	0	2	0	2	15
	7:45 AM	0	4	4	1	5	0	0	0	0	0	0	0	14
	8:00 AM	0	2	1	0	3	0	0	0	0	3	0	0	9
	8:15 AM	0	0	4	0	5	0	0	0	0	1	0	0	10
	8:30 AM	0	3	1	0	3	0	0	0	0	2	0	0	9
	8:45 AM	0	3	6	0	3	0	0	0	0	2	0	0	14
	VOLUMES	0	23	23	5	28	0	0	0	0	19	0	4	102
	APPROACH %	0%	50%	50%	15%	85%	0%	0%	0%	0%	83%	0%	17%	
	APP/DEPART	46	/	27	33	/	47	0	/	28	23	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	12	12	1	15	0	0	0	0	6	0	2	48
	APPROACH %	0%	50%	50%	6%	94%	0%	0%	0%	0%	75%	0%	25%	
	PEAK HR FACTOR		0.667			0.667			0.000			0.500		0.800
	APP/DEPART	24	/	14	16	/	21	0	/	13	8	/	0	0
PM	4:00 PM	0	7	3	0	4	0	0	0	0	2	0	0	16
	4:15 PM	0	7	2	0	6	0	0	0	0	2	0	3	20
	4:30 PM	0	2	2	0	5	0	0	0	0	2	0	1	12
	4:45 PM	0	3	1	2	6	0	0	0	0	2	0	2	16
	5:00 PM	0	6	3	0	2	0	0	0	0	3	0	0	14
	5:15 PM	0	6	5	0	1	0	0	0	0	0	0	0	12
	5:30 PM	0	3	5	0	6	0	0	0	0	1	0	2	17
	5:45 PM	0	3	1	1	1	0	0	0	0	1	0	0	7
	VOLUMES	0	37	22	3	31	0	0	0	0	13	0	8	114
	APPROACH %	0%	63%	37%	9%	91%	0%	0%	0%	0%	62%	0%	38%	
	APP/DEPART	59	/	45	34	/	44	0	/	25	21	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	19	8	2	21	0	0	0	0	8	0	6	64
	APPROACH %	0%	70%	30%	9%	91%	0%	0%	0%	0%	57%	0%	43%	
	PEAK HR FACTOR		0.675			0.719			0.000			0.700		0.800
	APP/DEPART	27	/	25	23	/	29	0	/	10	14	/	0	0

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

RTOR			
NRR 0	SRR X	ERR X	WRR 0
1	0	0	0
1	0	0	1
0	0	0	1
1	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0
5	0	0	2
2	0	0	1
2	0	0	0
0	0	0	2
0	0	0	1
1	0	0	2
1	0	0	0
4	0	0	0
1	0	0	1
1	0	0	0
10	0	0	6
3	0	0	5



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	Warren	LOCATION #:	30
TUESDAY	EAST & WEST:	Mustang	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

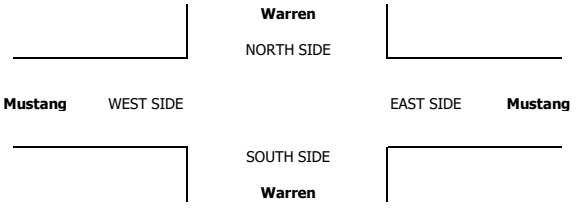
	NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Mustang			WESTBOUND Mustang			
LANES:	NL X	NT 2	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	2	0	3	0	0	0	0	1	0	0	6
7:30 AM	0	0	0	0	2	0	0	0	0	3	0	0	5
7:45 AM	0	1	2	1	1	0	0	0	0	0	0	0	5
8:00 AM	0	1	2	0	0	0	0	0	0	1	0	0	4
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	3	2	0	0	0	0	0	0	0	1	6
8:45 AM	0	1	1	1	1	0	0	0	0	1	0	2	7
AM VOLUMES	0	3	11	4	7	0	0	0	0	7	0	3	35
AM APPROACH %	0%	21%	79%	36%	64%	0%	0%	0%	0%	70%	0%	30%	
AM APP/DEPART	14	/	6	11	/	14	0	/	15	10	/	0	0
AM BEGIN PEAK HR	7:30 AM												
AM PEAK HR VOLUMES	0	2	5	1	3	0	0	0	0	4	0	0	15
AM PEAK HR APPROACH %	0%	29%	71%	25%	75%	0%	0%	0%	0%	100%	0%	0%	
AM PEAK HR FACTOR		0.583			0.500			0.000			0.333		0.750
AM PEAK HR APP/DEPART	7	/	2	4	/	7	0	/	6	4	/	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
5:30 PM	0	0	1	0	2	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM VOLUMES	0	0	2	1	3	0	0	0	0	0	0	1	7
PM APPROACH %	0%	0%	100%	25%	75%	0%	0%	0%	0%	0%	0%	100%	
PM APP/DEPART	2	/	1	4	/	3	0	/	3	1	/	0	0
PM BEGIN PEAK HR	4:00 PM												
PM PEAK HR VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1
PM PEAK HR APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
PM PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250
PM PEAK HR APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0

U-TURNS

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

RTOR

NRR 0	SRR X	ERR X	WRR 0
0	0	0	0
2	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
3	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
2	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	Warren	LOCATION #:	30
TUESDAY	EAST & WEST:	Mustang	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

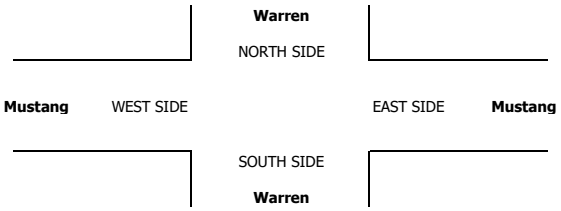
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Mustang)			WESTBOUND (Mustang)			
	LANES:	NL X	NT 2	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
	7:15 AM	0	0	1	1	0	0	0	0	0	3	0	2	7
	7:30 AM	0	1	1	0	1	0	0	0	0	1	0	1	5
	7:45 AM	0	2	0	0	1	0	0	0	0	0	0	1	4
	8:00 AM	0	4	0	0	0	0	0	0	0	2	0	0	6
	8:15 AM	0	1	0	0	1	0	0	0	0	1	0	1	4
	8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	2	0	0	2	0	0	0	0	3	0	0	7
	VOLUMES	0	11	3	1	7	0	0	0	0	10	0	5	37
	APPROACH %	0%	79%	21%	13%	88%	0%	0%	0%	0%	67%	0%	33%	
	APP/DEPART	14	/	16	8	/	17	0	/	4	15	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	8	1	0	3	0	0	0	0	4	0	3	19
	APPROACH %	0%	89%	11%	0%	100%	0%	0%	0%	0%	57%	0%	43%	
	PEAK HR FACTOR		0.563			0.750			0.000			0.875		0.792
	APP/DEPART	9	/	11	3	/	7	0	/	1	7	/	0	0
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
	4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	1	0	0	0	0	1	0	1	3
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
	VOLUMES	0	1	1	1	5	0	0	0	0	4	0	1	13
	APPROACH %	0%	50%	50%	17%	83%	0%	0%	0%	0%	80%	0%	20%	
	APP/DEPART	2	/	2	6	/	9	0	/	2	5	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	1	3	0	0	0	0	3	0	1	8
	APPROACH %	0%	0%	0%	25%	75%	0%	0%	0%	0%	75%	0%	25%	
	PEAK HR FACTOR		0.000			0.500			0.000			0.500		0.667
	APP/DEPART	0	/	1	4	/	6	0	/	1	4	/	0	0

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

RTOR			
NRR 0	SRR X	ERR X	WRR 0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

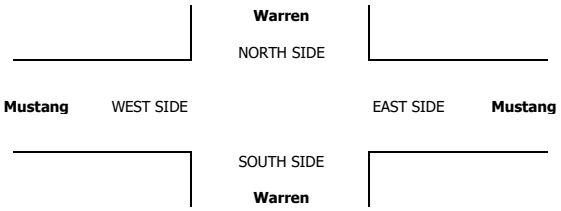
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	Warren	LOCATION #:	30
TUESDAY	EAST & WEST:	Mustang	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Mustang)			WESTBOUND (Mustang)				U-TURNS					RTOR			
	LANES:	NL X	NT 2	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL	NRR 0	SRR X	ERR X	WRR 0
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%										
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0									
	BEGIN PEAK HR		7:30 AM																				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000									
	APP/DEPART	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	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									
	BEGIN PEAK HR		4:00 PM																				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000									
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	Warren	LOCATION #:	30
TUESDAY	EAST & WEST:	Mustang	CONTROL:	SIGNAL

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER
BUSES		▲ N, ◄ W, E ►, S ▼

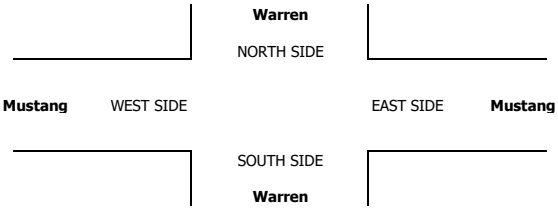
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Mustang)			WESTBOUND (Mustang)			
	LANES:	NL: X	NT: 2	NR: 0	SL: 1	ST: 1	SR: X	EL: X	ET: X	ER: X	WL: 1	WT: X	WR: 1	TOTAL
AM	7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	2	0	1	0	0	0	0	0	0	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	0	7	0	2	0	0	0	0	2	0	0	11
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	7	/	0	2	/	4	0	/	7	2	/	0	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	0	0	3	0	1	0	0	0	0	2	0	0	6
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	0.375			0.250			0.000			0.500			0.500
	APP/DEPART	3	/	0	1	/	3	0	/	3	2	/	0	0
PM	4:00 PM	0	0	1	0	1	0	0	0	0	1	0	0	3
	4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
	4:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	1	1	0	0	0	0	0	0	1	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	VOLUMES	0	2	4	0	2	0	0	0	0	5	0	0	13
	APPROACH %	0%	33%	67%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	6	/	2	2	/	7	0	/	4	5	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	1	3	0	2	0	0	0	0	2	0	0	8
	APPROACH %	0%	25%	75%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR	1.000			0.500			0.000			0.500			0.667
	APP/DEPART	4	/	1	2	/	4	0	/	3	2	/	0	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

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

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

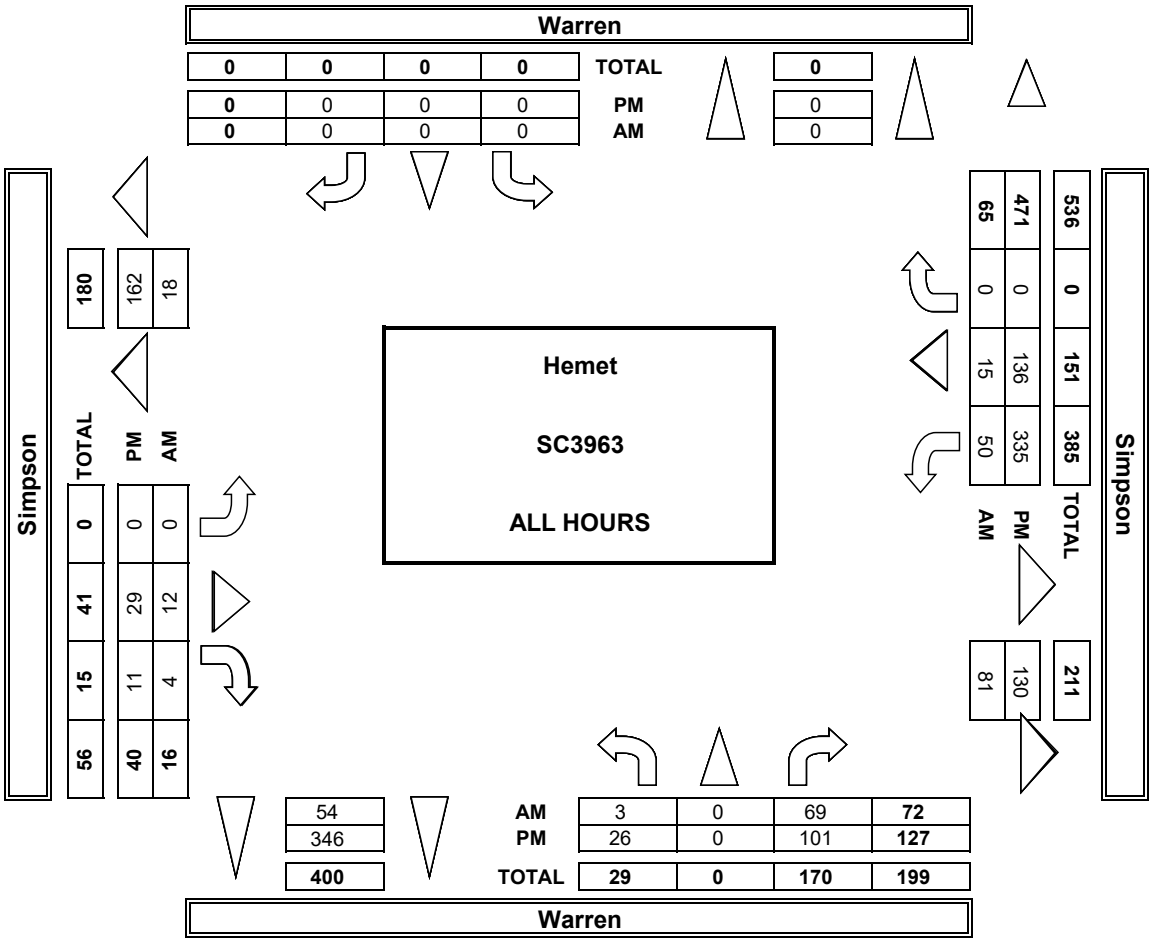
	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
12:00 AM	0	0	8	0	0	0	0	1	0	4	3	0	16
12:15 AM	0	0	11	0	0	0	0	2	1	6	0	0	20
12:30 AM	1	0	7	0	0	0	0	2	0	4	2	0	16
12:45 AM	0	0	5	0	0	0	0	0	1	4	2	0	12
1:00 AM	1	0	11	0	0	0	0	4	1	4	0	0	21
1:15 AM	0	0	3	0	0	0	0	0	0	2	1	0	6
1:30 AM	1	0	5	0	0	0	0	2	0	3	1	0	12
1:45 AM	0	0	3	0	0	0	0	0	0	4	1	0	8
2:00 AM	0	0	6	0	0	0	0	0	0	1	0	0	7
2:15 AM	0	0	4	0	0	0	0	1	0	2	3	0	10
2:30 AM	0	0	3	0	0	0	0	0	0	11	1	0	15
2:45 AM	0	0	3	0	0	0	0	0	1	5	1	0	10
VOLUMES	3	0	69	0	0	0	0	12	4	50	15	0	153
APPROACH %	4%	0%	96%	0%	0%	0%	0%	75%	25%	77%	23%	0%	
APP/DEPART	72	/	0	0	/	54	16	/	81	65	/	18	0
BEGIN PEAK HR		12:15 AM											
VOLUMES	2	0	34	0	0	0	0	8	3	18	4	0	69
APPROACH %	6%	0%	94%	0%	0%	0%	0%	73%	27%	82%	18%	0%	
PEAK HR FACTOR		0.750			0.000			0.550			0.917		0.821
APP/DEPART	36	/	0	0	/	21	11	/	42	22	/	6	0
03:00 AM	1	0	2	0	0	0	0	0	1	15	3	0	22
3:15 AM	2	0	2	0	0	0	0	0	1	13	8	0	26
3:30 AM	1	0	6	0	0	0	0	1	0	25	4	0	37
3:45 AM	1	0	3	0	0	0	0	2	1	18	6	0	31
4:00 AM	0	0	5	0	0	0	0	3	0	19	9	0	36
4:15 AM	1	0	3	0	0	0	0	4	0	39	10	0	57
4:30 AM	0	0	7	0	0	0	0	1	0	33	14	0	55
4:45 AM	0	0	18	0	0	0	0	2	2	28	8	0	58
5:00 AM	2	0	8	0	0	0	0	1	1	36	18	0	66
5:15 AM	5	0	15	0	0	0	0	1	1	33	17	0	72
5:30 AM	4	0	14	0	0	0	0	10	1	43	21	0	93
5:45 AM	9	0	18	0	0	0	0	4	3	33	18	0	85
VOLUMES	26	0	101	0	0	0	0	29	11	335	136	0	638
APPROACH %	20%	0%	80%	0%	0%	0%	0%	73%	28%	71%	29%	0%	
APP/DEPART	127	/	0	0	/	346	40	/	130	471	/	162	0
BEGIN PEAK HR		5:00 AM											
VOLUMES	20	0	55	0	0	0	0	16	6	145	74	0	316
APPROACH %	27%	0%	73%	0%	0%	0%	0%	73%	27%	66%	34%	0%	
PEAK HR FACTOR		0.694			0.000			0.500			0.855		0.849
APP/DEPART	75	/	0	0	/	151	22	/	71	219	/	94	0

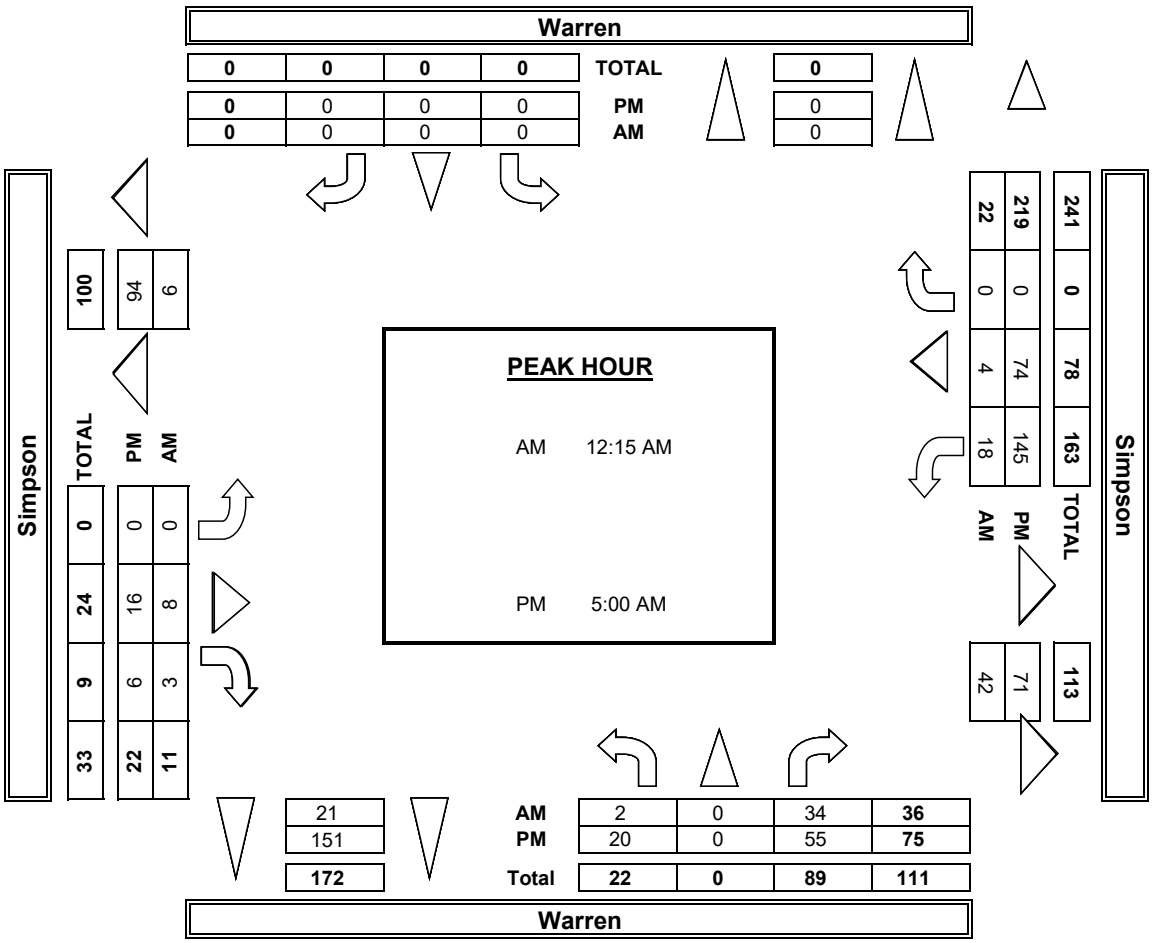
U-TURNS

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

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

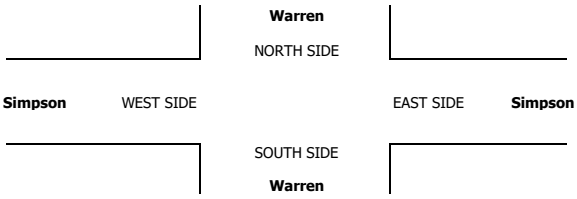
		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Simpson			WESTBOUND Simpson			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	12:00 AM	0	0	8	0	0	0	0	1	0	3	3	0	15
	12:15 AM	0	0	11	0	0	0	0	2	1	6	0	0	20
	12:30 AM	1	0	7	0	0	0	0	2	0	4	2	0	16
	12:45 AM	0	0	5	0	0	0	0	0	1	4	2	0	12
	1:00 AM	1	0	11	0	0	0	0	4	1	4	0	0	21
	1:15 AM	0	0	3	0	0	0	0	0	0	2	1	0	6
	1:30 AM	1	0	4	0	0	0	0	2	0	3	1	0	11
	1:45 AM	0	0	2	0	0	0	0	0	0	3	1	0	6
	2:00 AM	0	0	6	0	0	0	0	0	0	1	0	0	7
	2:15 AM	0	0	4	0	0	0	0	1	0	2	3	0	10
	2:30 AM	0	0	3	0	0	0	0	0	0	9	1	0	13
	2:45 AM	0	0	3	0	0	0	0	0	1	5	0	0	9
	VOLUMES	3	0	67	0	0	0	0	12	4	46	14	0	146
	APPROACH %	4%	0%	96%	0%	0%	0%	0%	75%	25%	77%	23%	0%	
	APP/DEPART	70	/	0	0	/	50	16	/	79	60	/	17	0
	BEGIN PEAK HR		12:15 AM											
	VOLUMES	2	0	34	0	0	0	0	8	3	18	4	0	69
	APPROACH %	6%	0%	94%	0%	0%	0%	0%	73%	27%	82%	18%	0%	
	PEAK HR FACTOR		0.750			0.000			0.550			0.917		0.821
	APP/DEPART	36	/	0	0	/	21	11	/	42	22	/	6	0
PM	03:00 AM	1	0	2	0	0	0	0	0	0	14	3	0	20
	3:15 AM	2	0	2	0	0	0	0	0	1	13	7	0	25
	3:30 AM	0	0	6	0	0	0	0	1	0	23	4	0	34
	3:45 AM	1	0	1	0	0	0	0	2	1	18	6	0	29
	4:00 AM	0	0	3	0	0	0	0	3	0	16	9	0	31
	4:15 AM	1	0	3	0	0	0	0	4	0	39	10	0	57
	4:30 AM	0	0	7	0	0	0	0	1	0	30	13	0	51
	4:45 AM	0	0	18	0	0	0	0	2	2	23	6	0	51
	5:00 AM	2	0	8	0	0	0	0	1	1	32	17	0	61
	5:15 AM	4	0	15	0	0	0	0	1	1	32	14	0	67
	5:30 AM	3	0	12	0	0	0	0	9	1	43	21	0	89
	5:45 AM	9	0	15	0	0	0	0	2	3	29	17	0	75
	VOLUMES	23	0	92	0	0	0	0	26	10	312	127	0	590
	APPROACH %	20%	0%	80%	0%	0%	0%	0%	72%	28%	71%	29%	0%	
	APP/DEPART	115	/	0	0	/	322	36	/	118	439	/	150	0
	BEGIN PEAK HR		5:00 AM											
	VOLUMES	18	0	50	0	0	0	0	13	6	136	69	0	292
	APPROACH %	26%	0%	74%	0%	0%	0%	0%	68%	32%	66%	34%	0%	
	PEAK HR FACTOR		0.708			0.000			0.475			0.801		0.820
	APP/DEPART	68	/	0	0	/	142	19	/	63	205	/	87	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

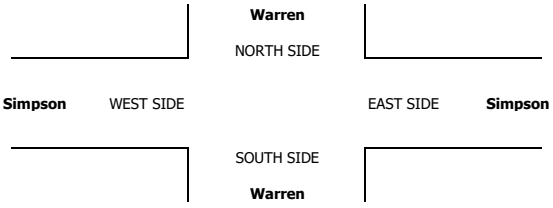
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	2:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	0	0	0	0	0	0	0	0	0	1	1	0	2
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	50%	0%	
	APP/DEPART	0	/	0	0	/	1	0	/	0	2	/	1	0
	BEGIN PEAK HR		12:15 AM											
	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%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
	3:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	3:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	4:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 AM	0	0	0	0	0	0	0	0	0	3	1	0	4
	4:45 AM	0	0	0	0	0	0	0	0	0	4	2	0	6
	5:00 AM	0	0	0	0	0	0	0	0	0	4	1	0	5
	5:15 AM	1	0	0	0	0	0	0	0	0	1	1	0	3
	5:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	5:45 AM	0	0	1	0	0	0	0	0	0	4	1	0	6
	VOLUMES	2	0	4	0	0	0	0	0	1	17	7	0	31
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	0%	100%	71%	29%	0%	
	APP/DEPART	6	/	0	0	/	18	1	/	4	24	/	9	0
	BEGIN PEAK HR		5:00 AM											
	VOLUMES	1	0	2	0	0	0	0	0	0	9	3	0	15
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	0%	0%	75%	25%	0%	
	PEAK HR FACTOR		0.750			0.000			0.000			0.600		0.625
	APP/DEPART	3	/	0	0	/	9	0	/	2	12	/	4	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

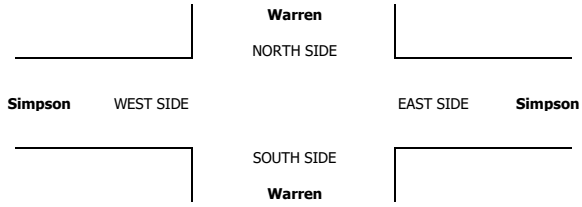
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		12:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	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
PM	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0
	BEGIN PEAK HR		5:00 AM											
	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%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

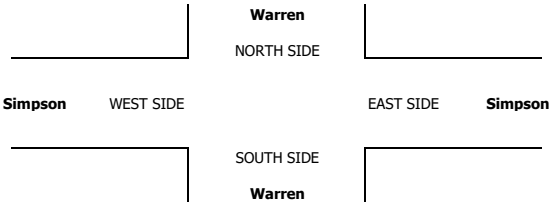
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	12:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	1:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	3	0	0	4
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	1	/	0	0	/	3	0	/	1	3	/	0	0
	BEGIN PEAK HR		12:15 AM											
	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%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	3:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	4:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 AM	1	0	1	0	0	0	0	1	0	0	0	0	3
	5:45 AM	0	0	2	0	0	0	0	1	0	0	0	0	3
	VOLUMES	1	0	4	0	0	0	0	2	0	5	0	0	12
	APPROACH %	20%	0%	80%	0%	0%	0%	0%	100%	0%	100%	0%	0%	
	APP/DEPART	5	/	0	0	/	5	2	/	6	5	/	1	0
	BEGIN PEAK HR		5:00 AM											
	VOLUMES	1	0	3	0	0	0	0	2	0	0	0	0	6
	APPROACH %	25%	0%	75%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.500			0.000			0.500			0.000		0.500
	APP/DEPART	4	/	0	0	/	0	2	/	5	0	/	1	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

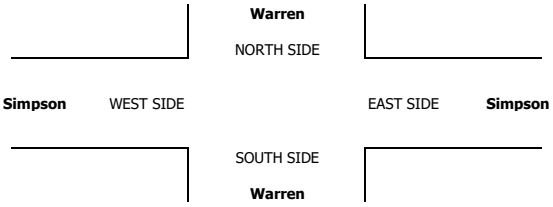
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

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

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)				U-TURNS					RTOR			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL	NRR X	SRR X	ERR X	WRR X
AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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									
	BEGIN PEAK HR		12:15 AM																				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000									
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									
PM	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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									
	BEGIN PEAK HR		5:00 AM																				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000									
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0
	BEGIN PEAK HR		12:15 AM											
	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%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	1	0	0	0	0	1	0	0	2	0	4
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	1	/	0	0	/	0	1	/	2	2	/	2	0
	BEGIN PEAK HR		5:00 AM											
	VOLUMES	0	0	0	0	0	0	0	1	0	0	2	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.375
	APP/DEPART	0	/	0	0	/	0	1	/	1	2	/	2	0

U-TURNS

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

INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

DATE: Wed, Apr 19, 23

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

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

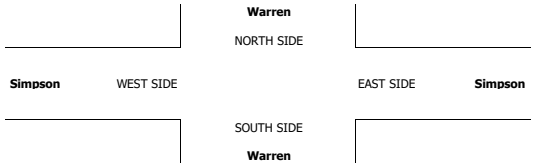
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N
◄ W E ►
S ▼

☑ Add U-Turns to Left Turns

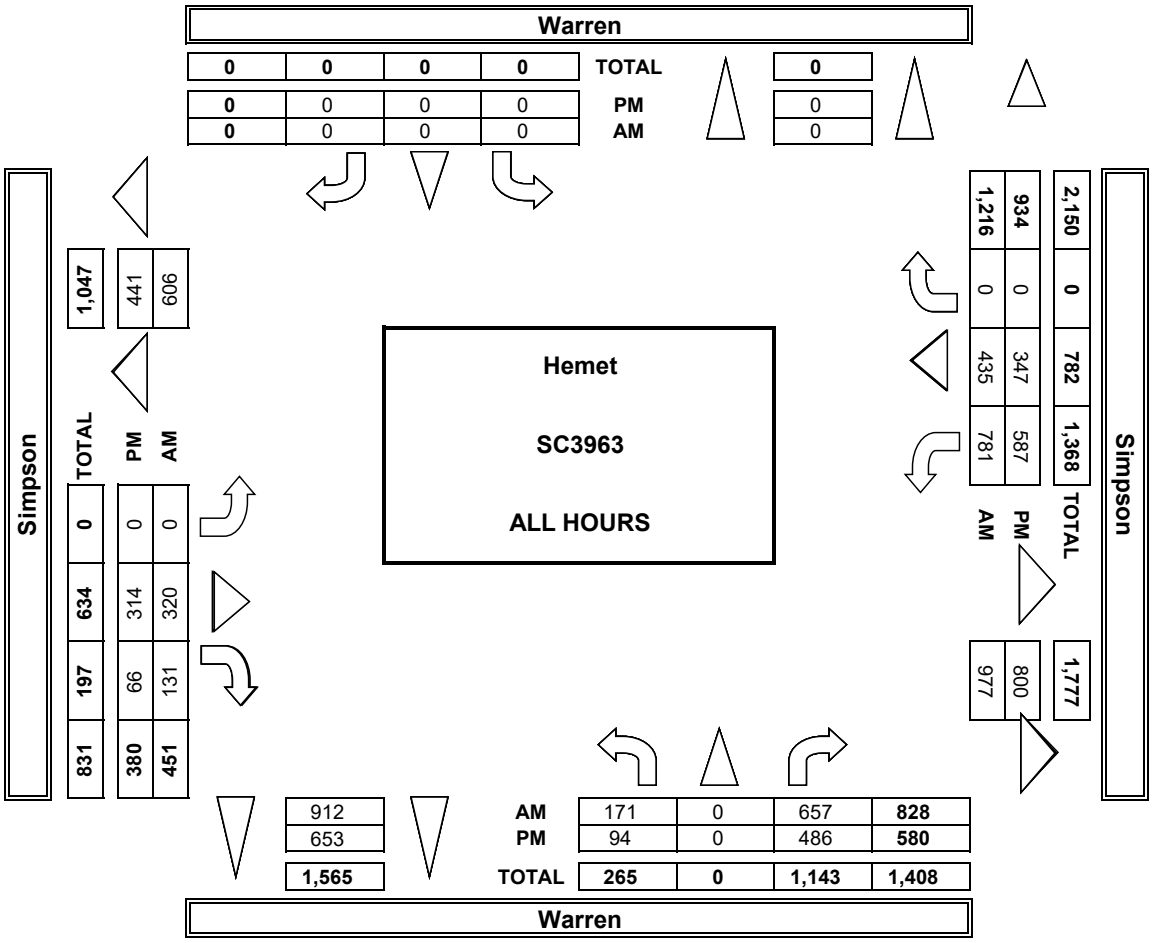
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)				U-TURNS					RTOR			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL	NRR X	SRR X	ERR X	WRR X
AM	6:00 AM	6	0	24	0	0	0	0	11	3	47	14	0	105	0	0	0	0	0	0	0	0	0
	6:15 AM	8	0	32	0	0	0	0	11	4	48	37	0	140	0	0	0	0	0	0	0	0	0
	6:30 AM	11	0	42	0	0	0	0	15	5	56	39	0	168	0	0	0	0	0	0	0	0	0
	6:45 AM	6	0	65	0	0	0	0	30	12	69	35	0	217	0	0	0	0	0	0	0	0	0
	7:00 AM	41	0	58	0	0	0	0	28	12	75	48	0	262	0	0	0	0	0	0	0	0	0
	7:15 AM	31	0	68	0	0	0	0	33	19	90	55	0	296	0	0	0	0	0	0	0	0	0
	7:30 AM	11	0	63	0	0	0	0	31	18	64	40	0	227	0	0	0	0	0	0	0	0	0
	7:45 AM	13	0	69	0	0	0	0	38	17	62	39	0	238	0	0	0	0	0	0	0	0	0
	8:00 AM	16	0	62	0	0	0	0	44	20	83	38	0	263	0	0	0	0	0	0	0	0	0
	8:15 AM	11	0	60	0	0	0	0	26	11	63	28	0	199	0	0	0	0	0	0	0	0	0
	8:30 AM	10	0	68	0	0	0	0	28	5	68	39	0	218	0	0	0	0	0	0	0	0	0
	8:45 AM	7	0	46	0	0	0	0	25	5	56	23	0	162	0	0	0	0	0	0	0	0	0
	VOLUMES	171	0	657	0	0	0	0	320	131	781	435	0	2,495	0	0	0	0	0	0	0	0	0
	APPROACH %	21%	0%	79%	0%	0%	0%	0%	71%	29%	64%	36%	0%										
	APP/DEPART	828	/	0	0	/	912	451	/	977	1,216	/	606	0									
	BEGIN PEAK HR		7:15 AM																				
	VOLUMES	71	0	262	0	0	0	0	146	74	299	172	0	1,024						0	0	0	0
	APPROACH %	21%	0%	79%	0%	0%	0%	0%	66%	34%	63%	37%	0%										
	PEAK HR FACTOR		0.841			0.000			0.859			0.812		0.865									
	APP/DEPART	333	/	0	0	/	373	220	/	408	471	/	243	0									
PM	09:00 AM	7	0	40	0	0	0	0	27	5	49	25	0	153	0	0	0	0	0	0	0	0	0
	9:15 AM	9	0	33	0	0	0	0	34	5	55	31	0	167	0	0	0	0	0	0	0	0	0
	9:30 AM	3	0	34	0	0	0	0	30	6	56	28	0	157	0	0	0	0	0	0	0	0	0
	9:45 AM	3	0	45	0	0	0	0	25	4	41	31	0	149	0	0	0	0	0	0	0	0	0
	10:00 AM	6	0	36	0	0	0	0	22	6	53	29	0	152	0	0	0	0	0	0	0	0	0
	10:15 AM	7	0	45	0	0	0	0	24	6	55	20	0	157	0	0	0	0	0	0	0	0	0
	10:30 AM	16	0	33	0	0	0	0	11	1	41	27	0	129	0	0	0	0	0	0	0	0	0
	10:45 AM	13	0	34	0	0	0	0	25	7	36	32	0	147	0	0	0	0	0	0	0	0	0
	11:00 AM	4	0	55	0	0	0	0	29	8	44	29	0	169	0	0	0	0	0	0	0	0	0
	11:15 AM	6	0	47	0	0	0	0	27	7	62	32	0	181	0	0	0	0	0	0	0	0	0
	11:30 AM	9	0	40	0	0	0	0	27	6	49	35	0	166	0	0	0	0	0	0	0	0	0
	11:45 AM	11	0	44	0	0	0	0	33	5	46	28	0	167	0	0	0	0	0	0	0	0	0
	VOLUMES	94	0	486	0	0	0	0	314	66	587	347	0	1,894	0	0	0	0	0	0	0	0	0
	APPROACH %	16%	0%	84%	0%	0%	0%	0%	83%	17%	63%	37%	0%										
	APP/DEPART	580	/	0	0	/	653	380	/	800	934	/	441	0									
	BEGIN PEAK HR		11:00 AM																				
	VOLUMES	30	0	186	0	0	0	0	116	26	201	124	0	683						0	0	0	0
	APPROACH %	14%	0%	86%	0%	0%	0%	0%	82%	18%	62%	38%	0%										
	PEAK HR FACTOR		0.915			0.000			0.934			0.864		0.943									
	APP/DEPART	216	/	0	0	/	227	142	/	302	325	/	154	0									

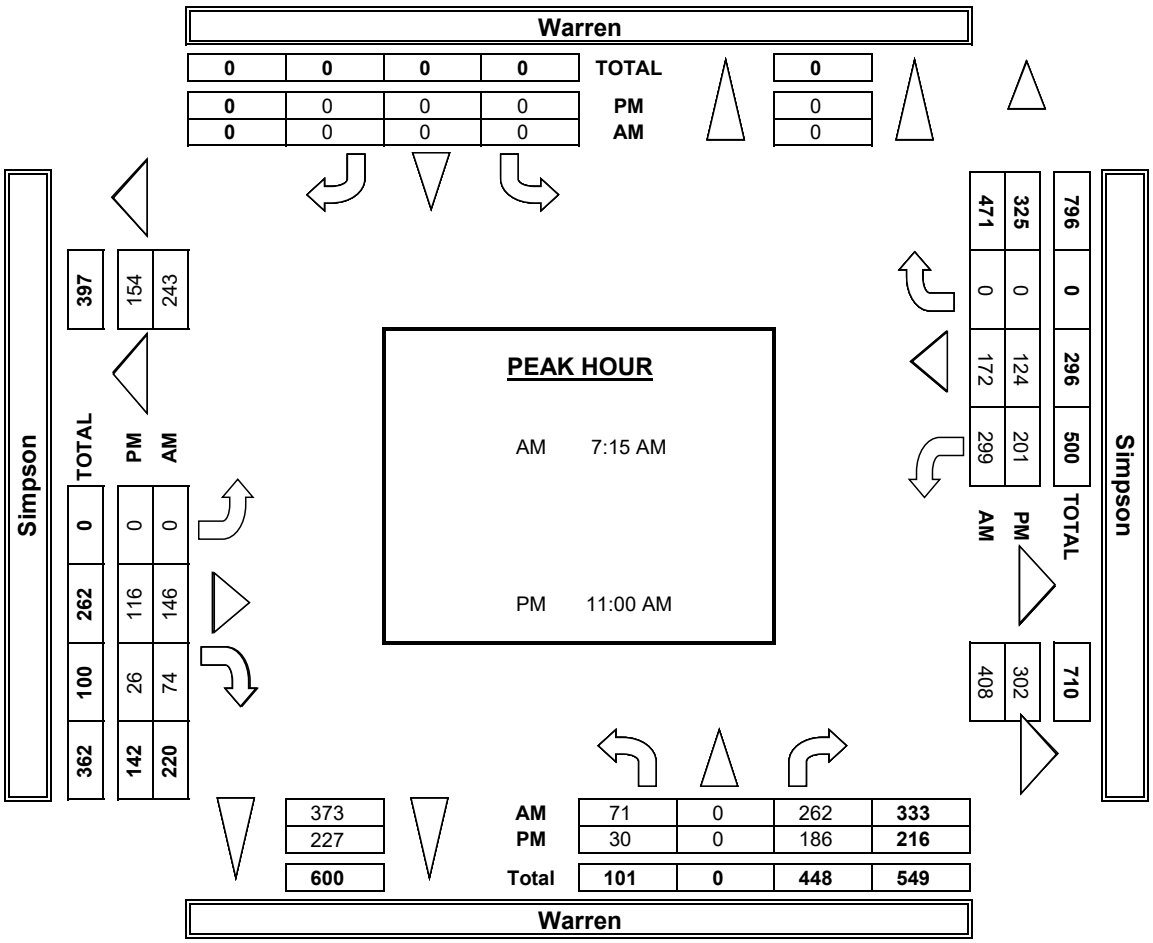


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	1	2	0	0	0	0	0	0	1	0	1	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	1	0	1	2	0	0	0	0	0	0	1	0	1	2
PM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Simpson			WESTBOUND Simpson			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	6:00 AM	6	0	20	0	0	0	0	11	3	43	13	0	96
	6:15 AM	7	0	29	0	0	0	0	10	3	40	34	0	123
	6:30 AM	10	0	37	0	0	0	0	13	3	52	32	0	147
	6:45 AM	5	0	59	0	0	0	0	25	11	60	34	0	194
	7:00 AM	38	0	54	0	0	0	0	27	12	71	44	0	246
	7:15 AM	31	0	61	0	0	0	0	29	18	87	52	0	278
	7:30 AM	11	0	52	0	0	0	0	30	18	59	38	0	208
	7:45 AM	12	0	56	0	0	0	0	36	16	57	34	0	211
	8:00 AM	16	0	51	0	0	0	0	38	19	76	35	0	235
	8:15 AM	9	0	54	0	0	0	0	24	10	59	25	0	181
	8:30 AM	10	0	61	0	0	0	0	25	5	65	35	0	201
	8:45 AM	7	0	38	0	0	0	0	24	4	50	21	0	144
	VOLUMES	162	0	572	0	0	0	0	292	122	719	397	0	2,264
	APPROACH %	22%	0%	78%	0%	0%	0%	0%	71%	29%	64%	36%	0%	
	APP/DEPART	734	/	0	0	/	841	414	/	864	1,116	/	559	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	70	0	220	0	0	0	0	133	71	279	159	0	932
	APPROACH %	24%	0%	76%	0%	0%	0%	0%	65%	35%	64%	36%	0%	
	PEAK HR FACTOR		0.788			0.000			0.895			0.788		0.838
	APP/DEPART	290	/	0	0	/	350	204	/	353	438	/	229	0
PM	09:00 AM	7	0	35	0	0	0	0	22	5	46	25	0	140
	9:15 AM	8	0	29	0	0	0	0	30	5	50	26	0	148
	9:30 AM	3	0	27	0	0	0	0	28	4	52	23	0	137
	9:45 AM	3	0	41	0	0	0	0	20	3	41	30	0	138
	10:00 AM	6	0	30	0	0	0	0	20	5	48	25	0	134
	10:15 AM	7	0	40	0	0	0	0	22	5	51	20	0	145
	10:30 AM	15	0	29	0	0	0	0	10	0	38	22	0	114
	10:45 AM	11	0	31	0	0	0	0	22	6	32	32	0	134
	11:00 AM	4	0	48	0	0	0	0	24	8	40	24	0	148
	11:15 AM	6	0	39	0	0	0	0	24	7	57	31	0	164
	11:30 AM	8	0	37	0	0	0	0	24	5	44	30	0	148
	11:45 AM	10	0	39	0	0	0	0	31	4	43	26	0	153
	VOLUMES	88	0	425	0	0	0	0	277	57	542	314	0	1,703
	APPROACH %	17%	0%	83%	0%	0%	0%	0%	83%	17%	63%	37%	0%	
	APP/DEPART	513	/	0	0	/	599	334	/	702	856	/	402	0
	BEGIN PEAK HR		11:00 AM											
	VOLUMES	28	0	163	0	0	0	0	103	24	184	111	0	613
	APPROACH %	15%	0%	85%	0%	0%	0%	0%	81%	19%	62%	38%	0%	
	PEAK HR FACTOR		0.918			0.000			0.907			0.838		0.934
	APP/DEPART	191	/	0	0	/	208	127	/	266	295	/	139	0

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

INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

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

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

INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	2
	6:30 AM	0	0	1	0	0	0	0	0	1	0	0	0	2
	6:45 AM	0	0	2	0	0	0	0	0	0	1	0	0	3
	7:00 AM	0	0	2	0	0	0	0	0	0	1	0	0	3
	7:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	1	2	0	3
	8:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
	8:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
	8:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	VOLUMES	0	0	8	0	0	0	0	1	2	7	7	0	25
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	33%	67%	50%	50%	0%	
	APP/DEPART	8	/	0	0	/	9	3	/	9	14	/	7	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	0	0	0	0	0	0	0	0	0	3	6	0	9
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	67%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.750			0.750
	APP/DEPART	0	/	0	0	/	3	0	/	0	9	/	6	0
PM	09:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
	9:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	10:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	1	0	0	0	0	0	0	0	1	1	0	0	3
	10:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	2
	11:00 AM	0	0	2	0	0	0	0	3	0	1	1	0	7
	11:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
	11:30 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
	11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
	VOLUMES	3	0	7	0	0	0	0	8	1	5	2	0	26
	APPROACH %	30%	0%	70%	0%	0%	0%	0%	89%	11%	71%	29%	0%	
	APP/DEPART	10	/	0	0	/	6	9	/	15	7	/	5	0
	BEGIN PEAK HR	11:00 AM												
	VOLUMES	1	0	3	0	0	0	0	4	0	3	2	0	13
	APPROACH %	25%	0%	75%	0%	0%	0%	0%	100%	0%	60%	40%	0%	
	PEAK HR FACTOR	0.500			0.000			0.333			0.625			0.464
	APP/DEPART	4	/	0	0	/	3	4	/	7	5	/	3	0

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

INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	6:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
	6:15 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
	6:30 AM	0	0	1	0	0	0	0	1	0	0	2	0	4
	6:45 AM	1	0	0	0	0	0	0	2	0	1	1	0	5
	7:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
	7:15 AM	0	0	3	0	0	0	0	1	0	0	1	0	5
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	7:45 AM	1	0	2	0	0	0	0	1	0	1	0	0	5
	8:00 AM	0	0	3	0	0	0	0	2	0	5	0	0	10
	8:15 AM	0	0	2	0	0	0	0	0	0	1	1	0	4
	8:30 AM	0	0	3	0	0	0	0	0	0	3	1	0	7
	8:45 AM	0	0	3	0	0	0	0	0	0	2	1	0	6
	VOLUMES	2	0	19	0	0	0	0	9	0	14	10	0	54
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	100%	0%	58%	42%	0%	
	APP/DEPART	21	/	0	0	/	14	9	/	28	24	/	12	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	1	0	9	0	0	0	0	4	0	6	1	0	21
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	100%	0%	86%	14%	0%	
	PEAK HR FACTOR		0.833			0.000			0.500			0.350		0.525
	APP/DEPART	10	/	0	0	/	6	4	/	13	7	/	2	0
PM	09:00 AM	0	0	1	0	0	0	0	1	0	1	0	0	3
	9:15 AM	1	0	1	0	0	0	0	2	0	2	0	0	6
	9:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	3
	9:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
	10:00 AM	0	0	2	0	0	0	0	0	1	1	2	0	6
	10:15 AM	0	0	3	0	0	0	0	1	0	2	0	0	6
	10:30 AM	0	0	2	0	0	0	0	0	0	1	2	0	5
	10:45 AM	0	0	1	0	0	0	0	2	0	1	0	0	4
	11:00 AM	0	0	1	0	0	0	0	1	0	1	1	0	4
	11:15 AM	0	0	3	0	0	0	0	0	0	1	0	0	4
	11:30 AM	0	0	1	0	0	0	0	1	0	2	1	0	5
	11:45 AM	1	0	4	0	0	0	0	0	0	1	1	0	7
	VOLUMES	2	0	21	0	0	0	0	8	1	14	9	0	55
	APPROACH %	9%	0%	91%	0%	0%	0%	0%	89%	11%	61%	39%	0%	
	APP/DEPART	23	/	0	0	/	15	9	/	29	23	/	11	0
	BEGIN PEAK HR		11:00 AM											
	VOLUMES	1	0	9	0	0	0	0	2	0	5	3	0	20
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	100%	0%	63%	38%	0%	
	PEAK HR FACTOR		0.500			0.000			0.500			0.667		0.714
	APP/DEPART	10	/	0	0	/	5	2	/	11	8	/	4	0

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

INTERSECTION TURNING MOVEMENT COUNTS

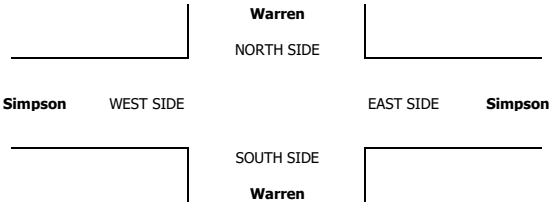
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

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

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)				U-TURNS					RTOR			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL	NRR X	SRR X	ERR X	WRR X
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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									
	BEGIN PEAK HR	7:15 AM																					
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000									
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									
PM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%										
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0									
	BEGIN PEAK HR	11:00 AM																					
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%										
	PEAK HR FACTOR	0.000			0.000			0.000			0.250			0.250									
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0									



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
	6:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	1	0	0	0	0	1	0	0	1	0	3
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:45 AM	0	0	1	0	0	0	0	1	0	0	1	0	3
	VOLUMES	0	0	3	0	0	0	0	5	0	1	9	0	18
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	10%	90%	0%	
	APP/DEPART	3	/	0	0	/	1	5	/	8	10	/	9	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	2	0	0	0	0	3	0	0	1	0	6
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.500			0.000			0.750			0.250		0.500
	APP/DEPART	2	/	0	0	/	0	3	/	5	1	/	1	0
PM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	9:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
	11:15 AM	0	0	1	0	0	0	0	2	0	0	0	0	3
	11:30 AM	0	0	1	0	0	0	0	1	0	0	2	0	4
	11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	0	0	2	0	0	0	0	6	0	0	8	0	16
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	2	/	0	0	/	0	6	/	8	8	/	8	0
	BEGIN PEAK HR		11:00 AM											
	VOLUMES	0	0	2	0	0	0	0	4	0	0	5	0	11
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.500			0.000			0.500			0.625		0.688
	APP/DEPART	2	/	0	0	/	0	4	/	6	5	/	5	0

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

INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

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

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

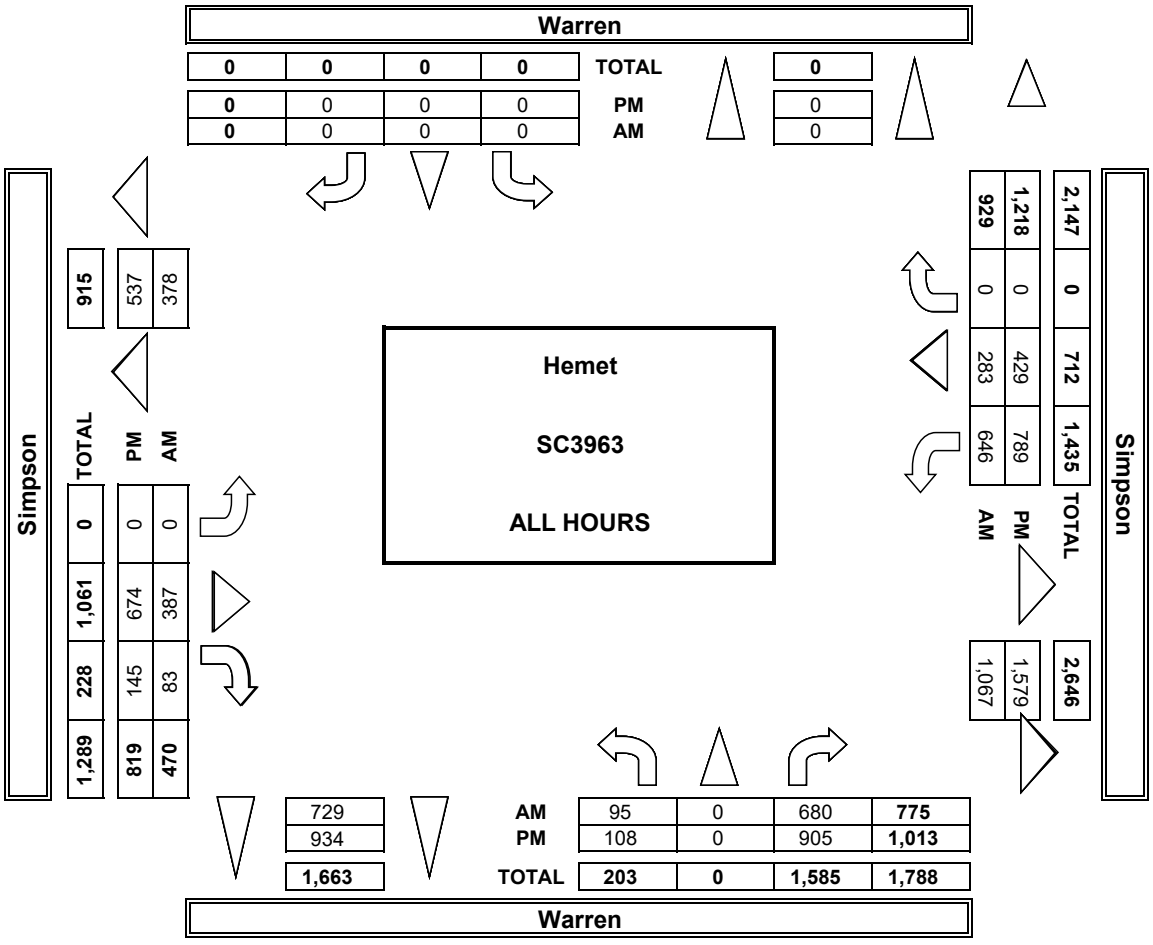
	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
12:00 PM	4	0	51	0	0	0	0	29	5	55	23	0	167
12:15 PM	12	0	52	0	0	0	0	30	11	51	31	0	187
12:30 PM	6	0	59	0	0	0	0	36	5	53	21	0	180
12:45 PM	5	0	49	0	0	0	0	31	3	56	30	0	174
1:00 PM	8	0	48	0	0	0	0	32	9	51	18	0	166
1:15 PM	11	0	51	0	0	0	0	24	8	51	21	0	166
1:30 PM	11	0	66	0	0	0	0	37	12	51	24	0	201
1:45 PM	11	0	53	0	0	0	0	36	6	49	26	0	181
2:00 PM	5	0	62	0	0	0	0	27	6	50	28	0	178
2:15 PM	7	0	80	0	0	0	0	30	7	69	16	0	209
2:30 PM	4	0	61	0	0	0	0	33	5	56	22	0	181
2:45 PM	11	0	48	0	0	0	0	42	6	54	23	0	184
VOLUMES	95	0	680	0	0	0	0	387	83	646	283	0	2,174
APPROACH %	12%	0%	88%	0%	0%	0%	0%	82%	18%	70%	30%	0%	
APP/DEPART	775	/	0	0	/	729	470	/	1,067	929	/	378	0
BEGIN PEAK HR		1:30 PM											
VOLUMES	34	0	261	0	0	0	0	130	31	219	94	0	769
APPROACH %	12%	0%	88%	0%	0%	0%	0%	81%	19%	70%	30%	0%	
PEAK HR FACTOR		0.848			0.000			0.821			0.921		0.920
APP/DEPART	295	/	0	0	/	250	161	/	391	313	/	128	0
03:00 PM	7	0	79	0	0	0	0	37	11	54	34	0	222
3:15 PM	9	0	74	0	0	0	0	61	8	59	34	0	245
3:30 PM	12	0	67	0	0	0	0	54	14	73	40	0	260
3:45 PM	14	0	82	0	0	0	0	59	14	58	40	0	267
4:00 PM	14	0	68	0	0	0	0	54	18	64	38	0	256
4:15 PM	12	0	74	0	0	0	0	69	17	87	42	0	301
4:30 PM	7	0	78	0	0	0	0	59	9	71	32	0	256
4:45 PM	8	0	85	0	0	0	0	47	11	64	34	0	249
5:00 PM	4	0	73	0	0	0	0	64	10	69	43	0	263
5:15 PM	8	0	77	0	0	0	0	59	11	79	38	0	272
5:30 PM	8	0	75	0	0	0	0	61	12	60	29	0	245
5:45 PM	5	0	73	0	0	0	0	50	10	51	25	0	214
VOLUMES	108	0	905	0	0	0	0	674	145	789	429	0	3,050
APPROACH %	11%	0%	89%	0%	0%	0%	0%	82%	18%	65%	35%	0%	
APP/DEPART	1,013	/	0	0	/	934	819	/	1,579	1,218	/	537	0
BEGIN PEAK HR		3:30 PM											
VOLUMES	52	0	291	0	0	0	0	236	63	282	160	0	1,084
APPROACH %	15%	0%	85%	0%	0%	0%	0%	79%	21%	64%	36%	0%	
PEAK HR FACTOR		0.893			0.000			0.869			0.857		0.900
APP/DEPART	343	/	0	0	/	345	299	/	527	442	/	212	0

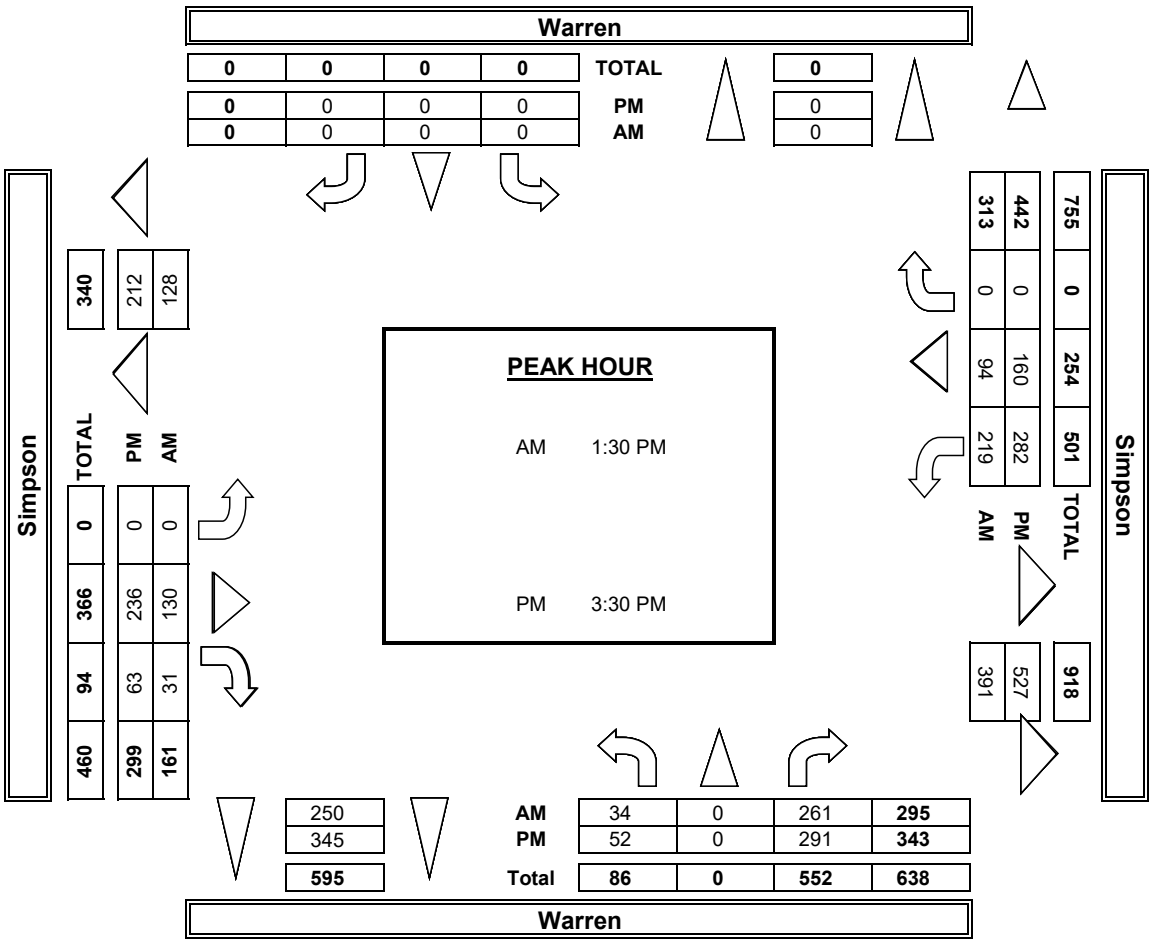
U-TURNS

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

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Simpson			WESTBOUND Simpson			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	12:00 PM	4	0	47	0	0	0	0	28	5	53	18	0	155
	12:15 PM	9	0	46	0	0	0	0	28	10	45	28	0	166
	12:30 PM	4	0	54	0	0	0	0	30	5	48	18	0	159
	12:45 PM	2	0	44	0	0	0	0	28	3	54	29	0	160
	1:00 PM	7	0	43	0	0	0	0	27	9	46	17	0	149
	1:15 PM	10	0	44	0	0	0	0	19	7	43	20	0	143
	1:30 PM	11	0	60	0	0	0	0	36	11	46	22	0	186
	1:45 PM	9	0	51	0	0	0	0	30	5	46	23	0	164
	2:00 PM	3	0	53	0	0	0	0	26	5	45	28	0	160
	2:15 PM	7	0	69	0	0	0	0	29	7	61	15	0	188
	2:30 PM	3	0	57	0	0	0	0	27	4	48	21	0	160
	2:45 PM	10	0	45	0	0	0	0	39	6	52	21	0	173
	VOLUMES	79	0	613	0	0	0	0	347	77	587	260	0	1,963
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	82%	18%	69%	31%	0%	
	APP/DEPART	692	/	0	0	/	664	424	/	960	847	/	339	0
	BEGIN PEAK HR		1:30 PM											
	VOLUMES	30	0	233	0	0	0	0	121	28	198	88	0	698
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	81%	19%	69%	31%	0%	
	PEAK HR FACTOR		0.865			0.000			0.793			0.941		0.928
	APP/DEPART	263	/	0	0	/	226	149	/	354	286	/	118	0
PM	03:00 PM	5	0	76	0	0	0	0	35	11	45	29	0	201
	3:15 PM	9	0	70	0	0	0	0	53	8	50	33	0	223
	3:30 PM	9	0	63	0	0	0	0	47	14	68	37	0	238
	3:45 PM	10	0	69	0	0	0	0	54	14	51	38	0	236
	4:00 PM	12	0	63	0	0	0	0	47	17	61	32	0	232
	4:15 PM	11	0	70	0	0	0	0	64	15	78	37	0	275
	4:30 PM	6	0	74	0	0	0	0	53	9	67	30	0	239
	4:45 PM	8	0	80	0	0	0	0	41	10	61	34	0	234
	5:00 PM	4	0	66	0	0	0	0	56	10	66	43	0	245
	5:15 PM	7	0	76	0	0	0	0	59	10	77	37	0	266
	5:30 PM	8	0	74	0	0	0	0	59	11	56	27	0	235
	5:45 PM	5	0	69	0	0	0	0	49	10	49	24	0	206
	VOLUMES	94	0	850	0	0	0	0	617	139	729	401	0	2,830
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	82%	18%	65%	35%	0%	
	APP/DEPART	944	/	0	0	/	868	756	/	1,467	1,130	/	495	0
	BEGIN PEAK HR		3:30 PM											
	VOLUMES	42	0	265	0	0	0	0	212	60	258	144	0	981
	APPROACH %	14%	0%	86%	0%	0%	0%	0%	78%	22%	64%	36%	0%	
	PEAK HR FACTOR		0.948			0.000			0.861			0.874		0.892
	APP/DEPART	307	/	0	0	/	318	272	/	477	402	/	186	0

U-TURNS

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

RTOR

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

Warren

NORTH SIDE

Simpson WEST SIDE EAST SIDE **Simpson**

SOUTH SIDE

Warren

INTERSECTION TURNING MOVEMENT COUNTS

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

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

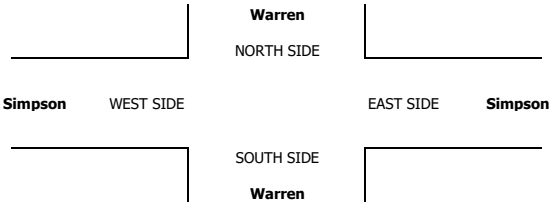
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	12:00 PM	0	0	3	0	0	0	0	0	0	1	1	0	5
	12:15 PM	3	0	4	0	0	0	0	1	0	3	0	0	11
	12:30 PM	0	0	3	0	0	0	0	2	0	3	2	0	10
	12:45 PM	0	0	2	0	0	0	0	2	0	1	0	0	5
	1:00 PM	1	0	3	0	0	0	0	1	0	4	1	0	10
	1:15 PM	0	0	5	0	0	0	0	3	0	3	0	0	11
	1:30 PM	0	0	6	0	0	0	0	1	1	2	0	0	10
	1:45 PM	2	0	2	0	0	0	0	1	1	1	2	0	9
	2:00 PM	1	0	2	0	0	0	0	0	1	3	0	0	7
	2:15 PM	0	0	6	0	0	0	0	0	0	4	1	0	11
	2:30 PM	0	0	2	0	0	0	0	4	1	4	1	0	12
	2:45 PM	1	0	2	0	0	0	0	3	0	2	1	0	9
	VOLUMES	8	0	40	0	0	0	0	18	4	31	9	0	110
	APPROACH %	17%	0%	83%	0%	0%	0%	0%	82%	18%	78%	23%	0%	
	APP/DEPART	48	/	0	0	/	35	22	/	58	40	/	17	0
	BEGIN PEAK HR		1:30 PM											
	VOLUMES	3	0	16	0	0	0	0	2	3	10	3	0	37
	APPROACH %	16%	0%	84%	0%	0%	0%	0%	40%	60%	77%	23%	0%	
	PEAK HR FACTOR		0.792			0.000			0.625			0.650		0.841
	APP/DEPART	19	/	0	0	/	13	5	/	18	13	/	6	0
PM	03:00 PM	2	0	3	0	0	0	0	2	0	3	3	0	13
	3:15 PM	0	0	2	0	0	0	0	7	0	8	0	0	17
	3:30 PM	2	0	3	0	0	0	0	5	0	4	3	0	17
	3:45 PM	3	0	12	0	0	0	0	3	0	4	1	0	23
	4:00 PM	1	0	5	0	0	0	0	5	1	2	5	0	19
	4:15 PM	1	0	3	0	0	0	0	4	1	7	1	0	17
	4:30 PM	0	0	2	0	0	0	0	3	0	3	0	0	8
	4:45 PM	0	0	3	0	0	0	0	5	0	3	0	0	11
	5:00 PM	0	0	5	0	0	0	0	6	0	1	0	0	12
	5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	2	1	4	1	0	8
	5:45 PM	0	0	2	0	0	0	0	1	0	2	0	0	5
	VOLUMES	10	0	41	0	0	0	0	43	3	41	14	0	152
	APPROACH %	20%	0%	80%	0%	0%	0%	0%	93%	7%	75%	25%	0%	
	APP/DEPART	51	/	0	0	/	44	46	/	84	55	/	24	0
	BEGIN PEAK HR		3:30 PM											
	VOLUMES	7	0	23	0	0	0	0	17	2	17	10	0	76
	APPROACH %	23%	0%	77%	0%	0%	0%	0%	89%	11%	63%	37%	0%	
	PEAK HR FACTOR		0.500			0.000			0.792			0.844		0.826
	APP/DEPART	30	/	0	0	/	19	19	/	40	27	/	17	0

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

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	12:15 PM	0	0	1	0	0	0	0	0	1	0	0	0	2
	12:30 PM	0	0	1	0	0	0	0	1	0	2	0	0	4
	12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	1:00 PM	0	0	0	0	0	0	0	3	0	1	0	0	4
	1:15 PM	1	0	1	0	0	0	0	1	1	0	0	0	4
	1:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	1:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	2:00 PM	0	0	2	0	0	0	0	1	0	2	0	0	5
	2:15 PM	0	0	1	0	0	0	0	0	0	2	0	0	3
	2:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	7	0	0	0	0	7	2	10	0	0	27
	APPROACH %	13%	0%	88%	0%	0%	0%	0%	78%	22%	100%	0%	0%	
	APP/DEPART	8	/	0	0	/	12	9	/	14	10	/	1	0
	BEGIN PEAK HR		1:30 PM											
	VOLUMES	0	0	3	0	0	0	0	2	0	5	0	0	10
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.375			0.000			0.500			0.625		0.500
	APP/DEPART	3	/	0	0	/	5	2	/	5	5	/	0	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
	3:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
	3:30 PM	1	0	0	0	0	0	0	1	0	1	0	0	3
	3:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	1	0	1	0	0	3
	4:30 PM	0	0	1	0	0	0	0	0	0	1	1	0	3
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
	VOLUMES	2	0	8	0	0	0	0	3	0	6	2	0	21
	APPROACH %	20%	0%	80%	0%	0%	0%	0%	100%	0%	75%	25%	0%	
	APP/DEPART	10	/	0	0	/	6	3	/	11	8	/	4	0
	BEGIN PEAK HR		3:30 PM											
	VOLUMES	2	0	2	0	0	0	0	2	0	2	0	0	8
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	100%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.500			0.000			0.500			0.500		0.667
	APP/DEPART	4	/	0	0	/	2	2	/	4	2	/	2	0

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

INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

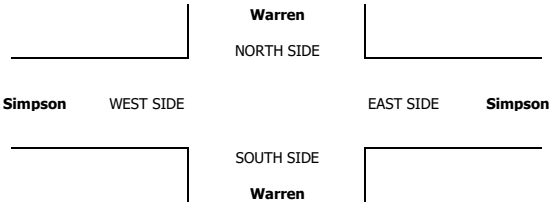
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	12:00 PM	0	0	1	0	0	0	0	1	0	0	2	0	4
	12:15 PM	0	0	1	0	0	0	0	1	0	3	2	0	7
	12:30 PM	1	0	1	0	0	0	0	0	0	0	1	0	3
	12:45 PM	2	0	2	0	0	0	0	1	0	1	1	0	7
	1:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
	1:15 PM	0	0	1	0	0	0	0	1	0	4	0	0	6
	1:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
	1:45 PM	0	0	0	0	0	0	0	1	0	2	1	0	4
	2:00 PM	1	0	5	0	0	0	0	0	0	0	0	0	6
	2:15 PM	0	0	4	0	0	0	0	1	0	2	0	0	7
	2:30 PM	1	0	2	0	0	0	0	2	0	2	0	0	7
	2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	VOLUMES	5	0	20	0	0	0	0	8	0	16	7	0	56
	APPROACH %	20%	0%	80%	0%	0%	0%	0%	100%	0%	70%	30%	0%	
	APP/DEPART	25	/	0	0	/	16	8	/	28	23	/	12	0
	BEGIN PEAK HR		1:30 PM											
	VOLUMES	1	0	9	0	0	0	0	2	0	6	1	0	19
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	100%	0%	86%	14%	0%	
	PEAK HR FACTOR		0.417			0.000			0.500			0.583		0.679
	APP/DEPART	10	/	0	0	/	6	2	/	11	7	/	2	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	3
	3:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
	3:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	1	0	2	0	0	3
	4:00 PM	1	0	0	0	0	0	0	1	0	1	1	0	4
	4:15 PM	0	0	0	0	0	0	0	0	1	1	1	0	3
	4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
	5:00 PM	0	0	1	0	0	0	0	0	0	2	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	1	2	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	4	0	0	0	0	3	3	10	4	0	26
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	50%	50%	71%	29%	0%	
	APP/DEPART	6	/	0	0	/	13	6	/	7	14	/	6	0
	BEGIN PEAK HR		3:30 PM											
	VOLUMES	1	0	1	0	0	0	0	2	1	4	2	0	11
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	67%	33%	67%	33%	0%	
	PEAK HR FACTOR		0.500			0.000			0.750			0.750		0.688
	APP/DEPART	2	/	0	0	/	5	3	/	3	6	/	3	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

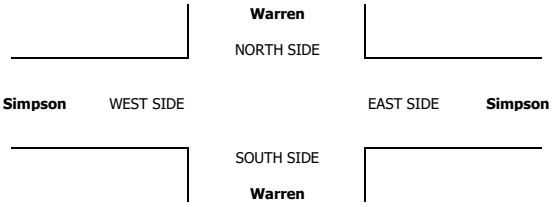
	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR		1:30 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%	
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	0	0	0	1	0	2
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
APP/DEPART	1	/	0	0	/	0	0	/	1	1	/	1	0
BEGIN PEAK HR		3:30 PM											
VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250
APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM													
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	1	0	0	0	0	0	0	3	0	0	0	0	4
12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
1:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
VOLUMES	2	0	0	0	0	0	0	7	0	2	7	0	18
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	22%	78%	0%	
APP/DEPART	2	/	0	0	/	2	7	/	7	9	/	9	0
BEGIN PEAK HR		1:30 PM											
VOLUMES	0	0	0	0	0	0	0	3	0	0	2	0	5
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.417
APP/DEPART	0	/	0	0	/	0	3	/	3	2	/	2	0
PM													
03:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	3
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	3
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
VOLUMES	0	0	1	0	0	0	0	8	0	3	7	0	19
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	30%	70%	0%	
APP/DEPART	1	/	0	0	/	3	8	/	9	10	/	7	0
BEGIN PEAK HR		3:30 PM											
VOLUMES	0	0	0	0	0	0	0	3	0	1	3	0	7
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	25%	75%	0%	
PEAK HR FACTOR		0.000			0.000			0.750			0.500		0.583
APP/DEPART	0	/	0	0	/	1	3	/	3	4	/	3	0

U-TURNS

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

RTOR

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

Warren

NORTH SIDE

Simpson WEST SIDE EAST SIDE **Simpson**

SOUTH SIDE

Warren

INTERSECTION TURNING MOVEMENT COUNTS

T42321

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

DATE: Wed, Apr 19, 23

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

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

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N
◄ W E ►
S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	6:00 PM	12	0	70	0	0	0	0	49	8	65	19	0	223
	6:15 PM	8	0	63	0	0	0	0	41	6	53	20	0	191
	6:30 PM	11	0	61	0	0	0	0	34	10	39	21	0	176
	6:45 PM	8	0	76	0	0	0	0	29	3	42	19	0	177
	7:00 PM	4	0	58	0	0	0	0	34	3	29	15	0	143
	7:15 PM	7	0	53	0	0	0	0	29	3	24	19	0	135
	7:30 PM	1	0	65	0	0	0	0	33	6	32	11	0	148
	7:45 PM	2	0	42	0	0	0	0	18	4	16	23	0	105
	8:00 PM	3	0	51	0	0	0	0	19	2	26	8	0	109
	8:15 PM	1	0	41	0	0	0	0	25	5	18	10	0	100
	8:30 PM	7	0	45	0	0	0	0	17	2	20	12	0	103
	8:45 PM	4	0	47	0	0	0	0	20	3	19	9	0	102
	VOLUMES	68	0	672	0	0	0	0	348	55	383	186	0	1,712
	APPROACH %	9%	0%	91%	0%	0%	0%	0%	86%	14%	67%	33%	0%	
	APP/DEPART	740	/	0	0	/	439	403	/	1,020	569	/	253	0
	BEGIN PEAK HR		6:00 PM											
	VOLUMES	39	0	270	0	0	0	0	153	27	199	79	0	767
	APPROACH %	13%	0%	87%	0%	0%	0%	0%	85%	15%	72%	28%	0%	
	PEAK HR FACTOR		0.920			0.000			0.789			0.827		0.860
	APP/DEPART	309	/	0	0	/	227	180	/	423	278	/	117	0
PM	09:00 PM	1	0	39	0	0	0	0	8	2	19	12	0	81
	9:15 PM	5	0	33	0	0	0	0	13	1	15	9	0	76
	9:30 PM	6	0	26	0	0	0	0	10	1	13	7	0	63
	9:45 PM	2	0	30	0	0	0	0	6	6	14	11	0	69
	10:00 PM	2	0	19	0	0	0	0	13	3	7	6	0	50
	10:15 PM	0	0	18	0	0	0	0	6	3	12	10	0	49
	10:30 PM	0	0	17	0	0	0	0	11	2	9	2	0	41
	10:45 PM	0	0	10	0	0	0	0	2	3	5	4	0	24
	11:00 PM	0	0	19	0	0	0	0	4	0	5	8	0	36
	11:15 PM	0	0	10	0	0	0	0	6	0	3	1	0	20
	11:30 PM	0	0	11	0	0	0	0	5	0	4	2	0	22
	11:45 PM	0	0	14	0	0	0	0	6	2	1	1	0	24
	VOLUMES	16	0	246	0	0	0	0	90	23	107	73	0	555
	APPROACH %	6%	0%	94%	0%	0%	0%	0%	80%	20%	59%	41%	0%	
	APP/DEPART	262	/	0	0	/	130	113	/	336	180	/	89	0
	BEGIN PEAK HR		9:00 PM											
	VOLUMES	14	0	128	0	0	0	0	37	10	61	39	0	289
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	79%	21%	61%	39%	0%	
	PEAK HR FACTOR		0.888			0.000			0.839			0.806		0.892
	APP/DEPART	142	/	0	0	/	71	47	/	165	100	/	53	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

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

Warren

NORTH SIDE

Simpson WEST SIDE EAST SIDE **Simpson**

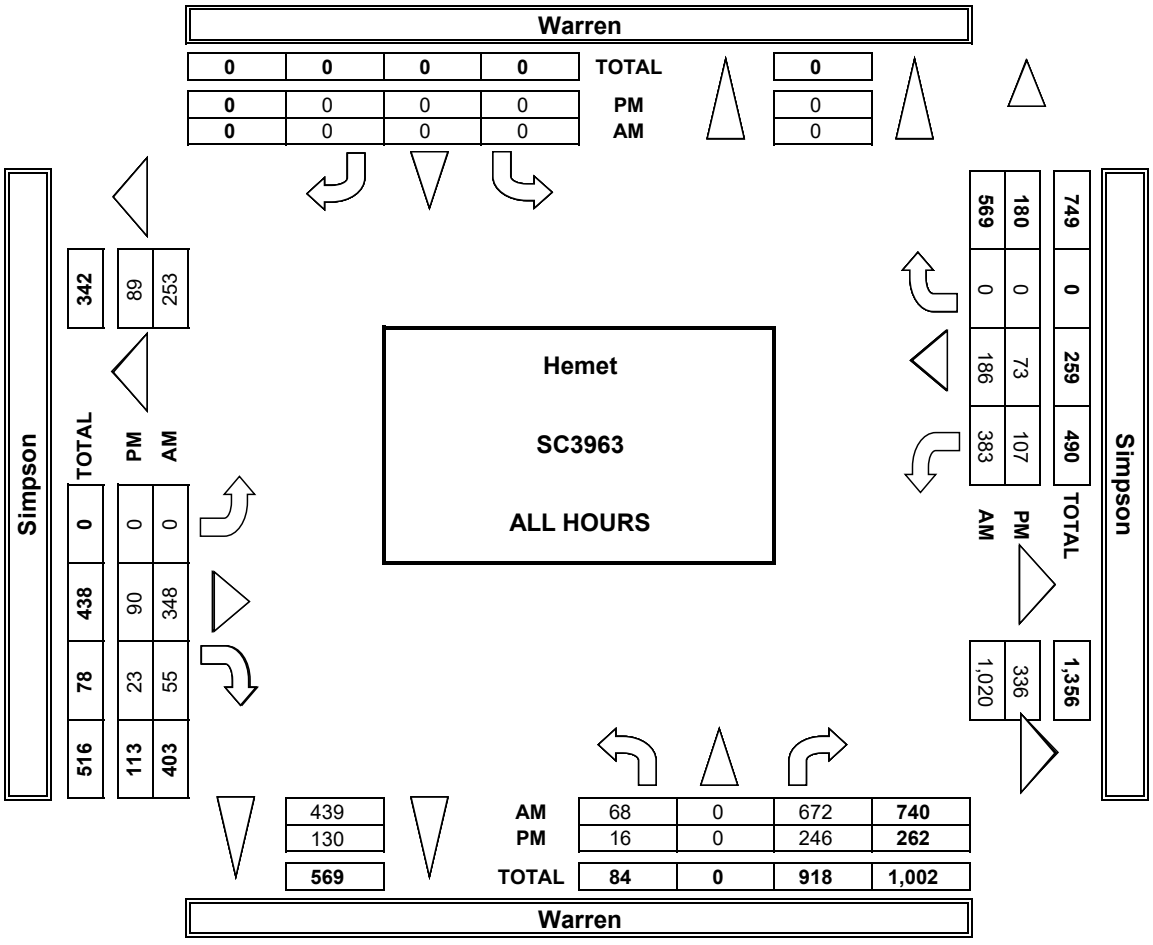
SOUTH SIDE

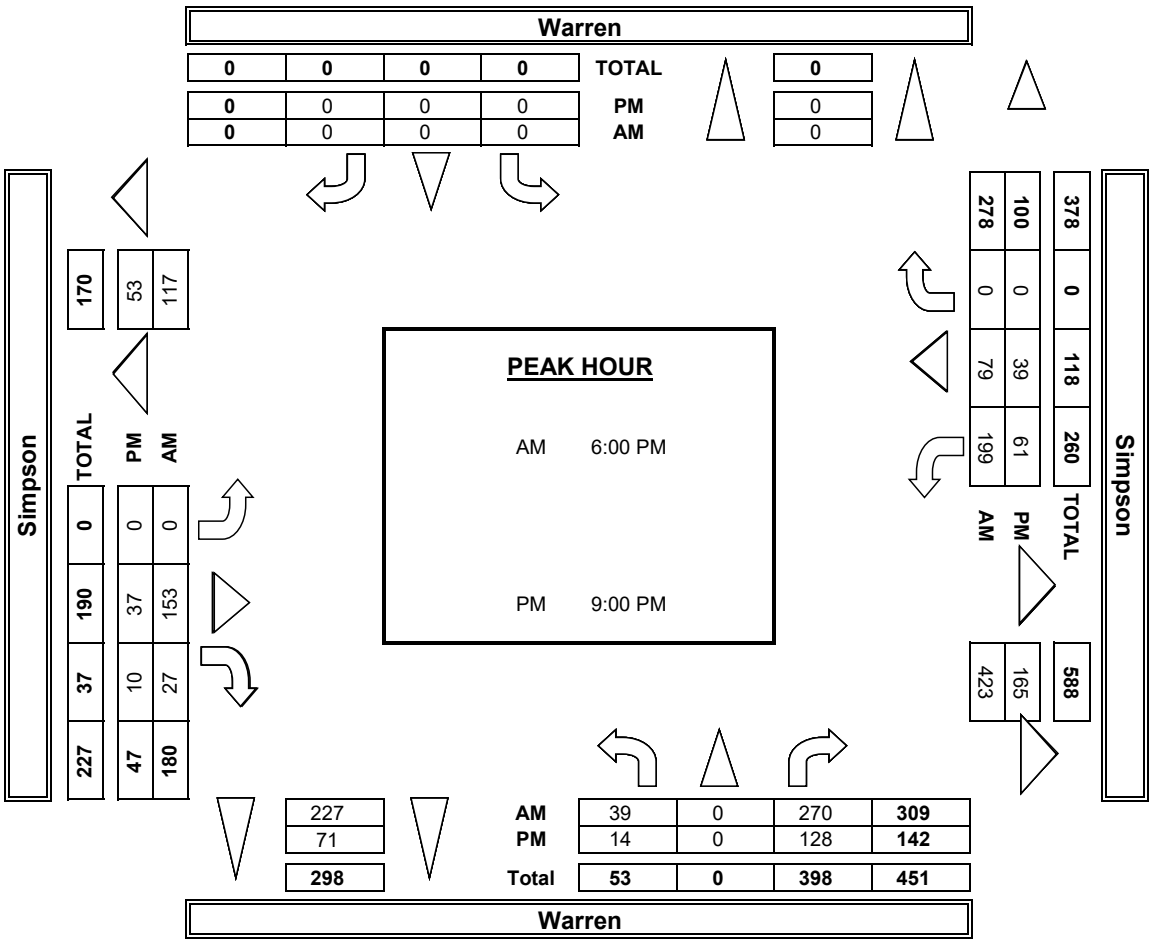
Warren

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	6:00 PM	12	0	65	0	0	0	0	45	7	62	18	0	209
	6:15 PM	7	0	62	0	0	0	0	38	6	49	20	0	182
	6:30 PM	11	0	57	0	0	0	0	30	9	37	19	0	163
	6:45 PM	8	0	72	0	0	0	0	29	3	41	17	0	170
	7:00 PM	3	0	55	0	0	0	0	33	3	29	15	0	138
	7:15 PM	7	0	51	0	0	0	0	27	3	21	18	0	127
	7:30 PM	1	0	62	0	0	0	0	32	6	30	11	0	142
	7:45 PM	2	0	41	0	0	0	0	14	4	16	23	0	100
	8:00 PM	2	0	50	0	0	0	0	19	2	26	8	0	107
	8:15 PM	1	0	40	0	0	0	0	24	4	18	10	0	97
	8:30 PM	7	0	43	0	0	0	0	16	2	20	12	0	100
	8:45 PM	2	0	47	0	0	0	0	17	3	19	9	0	97
	VOLUMES	63	0	645	0	0	0	0	324	52	368	180	0	1,632
	APPROACH %	9%	0%	91%	0%	0%	0%	0%	86%	14%	67%	33%	0%	
	APP/DEPART	708	/	0	0	/	421	376	/	969	548	/	242	0
	BEGIN PEAK HR		6:00 PM											
	VOLUMES	37	0	256	0	0	0	0	142	25	189	74	0	724
	APPROACH %	13%	0%	87%	0%	0%	0%	0%	85%	15%	72%	28%	0%	
	PEAK HR FACTOR		0.919			0.000			0.803			0.822		0.866
	APP/DEPART	294	/	0	0	/	215	167	/	398	263	/	111	0
PM	09:00 PM	1	0	38	0	0	0	0	8	2	19	12	0	80
	9:15 PM	5	0	33	0	0	0	0	13	1	14	8	0	74
	9:30 PM	6	0	26	0	0	0	0	10	1	13	7	0	63
	9:45 PM	2	0	29	0	0	0	0	4	6	14	11	0	66
	10:00 PM	2	0	19	0	0	0	0	13	3	7	5	0	49
	10:15 PM	0	0	17	0	0	0	0	6	3	11	10	0	47
	10:30 PM	0	0	17	0	0	0	0	10	2	9	2	0	40
	10:45 PM	0	0	10	0	0	0	0	2	3	5	4	0	24
	11:00 PM	0	0	19	0	0	0	0	4	0	5	8	0	36
	11:15 PM	0	0	10	0	0	0	0	6	0	3	1	0	20
	11:30 PM	0	0	10	0	0	0	0	5	0	4	2	0	21
	11:45 PM	0	0	14	0	0	0	0	6	2	1	1	0	24
	VOLUMES	16	0	242	0	0	0	0	87	23	105	71	0	544
	APPROACH %	6%	0%	94%	0%	0%	0%	0%	79%	21%	60%	40%	0%	
	APP/DEPART	258	/	0	0	/	128	110	/	329	176	/	87	0
	BEGIN PEAK HR		9:00 PM											
	VOLUMES	14	0	126	0	0	0	0	35	10	60	38	0	283
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	78%	22%	61%	39%	0%	
	PEAK HR FACTOR		0.897			0.000			0.804			0.790		0.884
	APP/DEPART	140	/	0	0	/	70	45	/	161	98	/	52	0

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

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

Warren

NORTH SIDE

Simpson WEST SIDE EAST SIDE **Simpson**

SOUTH SIDE

Warren

INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

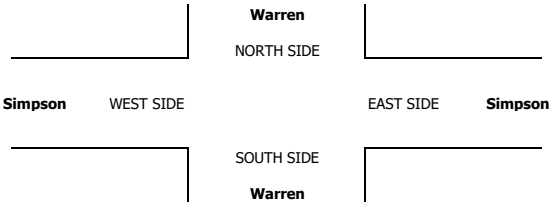
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	6:00 PM	0	0	4	0	0	0	0	3	1	3	1	0	12
	6:15 PM	1	0	1	0	0	0	0	1	0	2	0	0	5
	6:30 PM	0	0	3	0	0	0	0	4	0	2	2	0	11
	6:45 PM	0	0	4	0	0	0	0	0	0	1	0	0	5
	7:00 PM	0	0	3	0	0	0	0	1	0	0	0	0	4
	7:15 PM	0	0	2	0	0	0	0	2	0	1	0	0	5
	7:30 PM	0	0	3	0	0	0	0	0	0	2	0	0	5
	7:45 PM	0	0	1	0	0	0	0	3	0	0	0	0	4
	8:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	8:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
	8:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
	8:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	VOLUMES	1	0	24	0	0	0	0	18	1	11	3	0	58
	APPROACH %	4%	0%	96%	0%	0%	0%	0%	95%	5%	79%	21%	0%	
	APP/DEPART	25	/	0	0	/	12	19	/	42	14	/	4	0
	BEGIN PEAK HR		6:00 PM											
	VOLUMES	1	0	12	0	0	0	0	8	1	8	3	0	33
	APPROACH %	8%	0%	92%	0%	0%	0%	0%	89%	11%	73%	27%	0%	
	PEAK HR FACTOR		0.813			0.000			0.563			0.688		0.688
	APP/DEPART	13	/	0	0	/	9	9	/	20	11	/	4	0
PM	09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
	10:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	2	0	0	2	0	5
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	1	/	0	0	/	0	2	/	3	2	/	2	0
	BEGIN PEAK HR		9:00 PM											
	VOLUMES	0	0	1	0	0	0	0	1	0	0	1	0	3
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.250			0.000			0.250			0.250		0.375
	APP/DEPART	1	/	0	0	/	0	1	/	2	1	/	1	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM 6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	2	0	1	0	0	4
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%	
APP/DEPART	1	/	0	0	/	1	2	/	3	1	/	0	0
BEGIN PEAK HR		6:00 PM											
VOLUMES	0	0	1	0	0	0	0	1	0	1	0	0	3
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%	
PEAK HR FACTOR		0.250			0.000			0.250			0.250		0.375
APP/DEPART	1	/	0	0	/	1	1	/	2	1	/	0	0
PM 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR		9:00 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%	
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

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

INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	6:30 PM	0	0	1	0	0	0	0	0	1	0	0	0	2
	6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
	VOLUMES	4	0	1	0	0	0	0	0	2	2	1	0	10
	APPROACH %	80%	0%	20%	0%	0%	0%	0%	0%	100%	67%	33%	0%	
	APP/DEPART	5	/	0	0	/	4	2	/	1	3	/	5	0
	BEGIN PEAK HR		6:00 PM											
	VOLUMES	0	0	1	0	0	0	0	0	1	1	1	0	4
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	50%	50%	0%	
	PEAK HR FACTOR		0.250			0.000			0.250			0.500		0.500
	APP/DEPART	1	/	0	0	/	2	1	/	1	2	/	1	0
PM	09:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	9:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	2	0	0	0	0	1	0	2	0	0	5
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%	
	APP/DEPART	2	/	0	0	/	2	1	/	3	2	/	0	0
	BEGIN PEAK HR		9:00 PM											
	VOLUMES	0	0	1	0	0	0	0	1	0	1	0	0	3
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.250			0.000			0.250			0.250		0.750
	APP/DEPART	1	/	0	0	/	1	1	/	2	1	/	0	0

U-TURNS

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

INTERSECTION TURNING MOVEMENT COUNTS

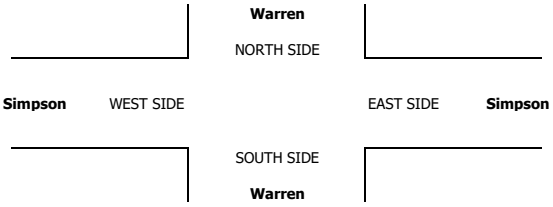
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

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

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)				U-TURNS					RTOR			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL	NRR X	SRR X	ERR X	WRR X
AM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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									
	BEGIN PEAK HR		6:00 PM																				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000									
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									
PM	09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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									
	BEGIN PEAK HR		9:00 PM																				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000									
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									



INTERSECTION TURNING MOVEMENT COUNTS

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

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

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

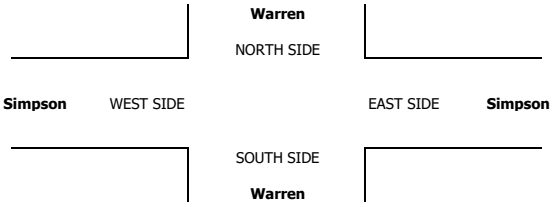
		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)			
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL
AM	6:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
	7:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	8:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	1	0	0	0	0	4	0	1	2	0	8
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	33%	67%	0%	
	APP/DEPART	1	/	0	0	/	1	4	/	5	3	/	2	0
	BEGIN PEAK HR		6:00 PM											
	VOLUMES	0	0	0	0	0	0	0	2	0	0	1	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.500			0.250		0.750
	APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0
PM	09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0
	BEGIN PEAK HR		9:00 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%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

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

RTOR

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



INTERSECTION TURNING MOVEMENT COUNTS

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

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

NOTES:

PCE Adjusted									
	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND SR-74			WESTBOUND SR-74				U-TURNS				
	LANES:	NL 1	NT 0.5	NR 0.5	SL 1	ST 1	SR 0	EL 1	ET 3	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	26	4	78	1	3	3	3	184	25	130	215	5	675					0
	7:15 AM	38	3	81	7	7	0	5	215	31	127	257	8	777					0
	7:30 AM	28	4	83	7	4	0	5	197	37	124	243	11	742					0
	7:45 AM	21	4	99	6	3	3	1	263	43	123	194	13	770					0
	8:00 AM	26	9	95	8	7	0	3	210	26	128	141	5	654					0
	8:15 AM	26	1	89	7	8	0	6	204	19	126	183	9	676					0
	8:30 AM	23	1	81	2	5	3	1	237	25	98	171	2	647					0
	8:45 AM	29	2	82	0	5	0	1	211	22	109	185	4	647					0
	VOLUMES	216	27	686	38	41	9	24	1,718	226	963	1,587	55	5,586	0	0	0	0	0
	APPROACH %	23%	3%	74%	43%	47%	10%	1%	87%	11%	37%	61%	2%						
	APP/DEPART	928	/	105	87	/	1,229	1,968	/	2,441	2,604	/	1,812	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	113	15	340	21	17	6	13	857	136	503	909	35	2,963					
		118	15	353	22	17	6	14	891	141	523	945	36						
	APPROACH %	24%	3%	73%	48%	38%	14%	1%	85%	13%	35%	63%	2%						
	PEAK HR FACTOR		0.949			0.806			0.821			0.925		0.954					
	APP/DEPART	467	/	63	44	/	655	1,006	/	1,218	1,447	/	1,028	0					
PM	4:00 PM	41	3	130	3	1	3	4	259	24	130	224	7	827					0
	4:15 PM	28	1	126	3	1	0	5	300	33	84	192	2	774					0
	4:30 PM	34	10	128	6	2	0	3	224	25	118	240	7	795					0
	4:45 PM	30	1	144	5	6	1	5	286	27	96	175	8	783					0
	5:00 PM	39	0	136	4	5	2	5	261	23	97	211	15	797					0
	5:15 PM	36	5	129	8	3	3	11	251	26	106	251	3	830					0
	5:30 PM	40	1	107	7	5	4	3	231	15	104	224	11	751					0
	5:45 PM	36	2	121	3	4	3	3	205	22	112	202	5	717					0
	VOLUMES	284	23	1,019	39	27	15	38	2,016	194	845	1,717	58	6,271	0	0	0	0	0
	APPROACH %	21%	2%	77%	48%	33%	19%	2%	90%	9%	32%	66%	2%						
	APP/DEPART	1,325	/	118	80	/	1,066	2,248	/	3,073	2,619	/	2,015	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	139	16	536	23	16	6	24	1,021	101	416	876	33	3,203					
		145	16	557	24	16	6	24	1,062	105	432	911	34						
	APPROACH %	20%	2%	78%	52%	35%	13%	2%	89%	9%	31%	66%	2%						
	PEAK HR FACTOR		0.986			0.786			0.902			0.909		0.965					
	APP/DEPART	690	/	72	44	/	532	1,145	/	1,580	1,324	/	1,021	0					

SR-79

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

SR-79

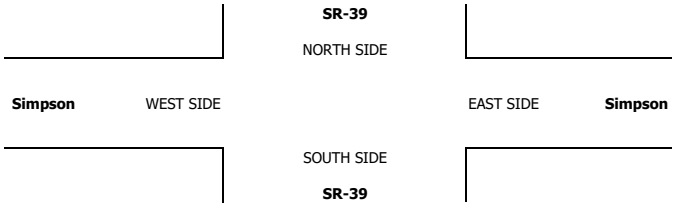
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	SR-39	LOCATION #:	21
TUESDAY	EAST & WEST:	Simpson	CONTROL:	SIGNAL

	NOTES:									AM		▲ N	
PCE	Class	1	2	3	4	5	6			PM			
Adjusted	Factor	1	1.5	2	3	2	2			MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND SR-39			SOUTHBOUND SR-39			EASTBOUND Simpson			WESTBOUND Simpson				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	15	85	10	0	173	48	24	22	8	51	52	9	494					0
	7:15 AM	10	77	22	2	162	87	55	54	24	23	77	9	600					0
	7:30 AM	13	81	14	2	180	35	23	43	34	31	37	6	497					0
	7:45 AM	14	98	9	5	159	25	34	53	22	33	41	5	495					0
	8:00 AM	11	101	18	6	134	18	37	40	22	18	30	5	439					0
	8:15 AM	12	83	11	5	149	5	15	34	25	19	34	11	402					0
	8:30 AM	13	98	8	4	156	15	16	27	23	18	22	9	407					0
	8:45 AM	15	80	11	7	98	16	12	26	17	15	26	11	332					0
	VOLUMES	102	702	101	31	1,210	247	215	299	173	205	318	64	3,664	0	0	0	0	0
	APPROACH %	11%	78%	11%	2%	81%	17%	31%	44%	25%	35%	54%	11%						
	APP/DEPART	904	/	980	1,487	/	1,588	687	/	431	587	/	666	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	51	341	54	9	674	194	135	172	87	137	207	29	2,086					
		53	354	56	9	700	201	140	179	90	142	215	30						
	APPROACH %	11%	77%	12%	1%	77%	22%	34%	44%	22%	37%	56%	8%						
	PEAK HR FACTOR		0.930			0.872			0.743			0.840		0.869					
	APP/DEPART	445	/	504	876	/	897	394	/	234	372	/	451	0					
PM	4:00 PM	25	144	31	9	106	13	27	45	16	15	28	7	464					0
	4:15 PM	33	170	37	9	147	27	16	47	19	20	21	10	555					0
	4:30 PM	18	147	28	8	117	32	17	38	21	17	38	4	483					0
	4:45 PM	36	180	34	7	121	35	27	34	12	15	41	7	545					0
	5:00 PM	27	150	44	9	111	23	21	46	16	13	26	8	492					0
	5:15 PM	24	171	39	4	108	26	30	39	19	21	18	7	502					0
	5:30 PM	30	135	51	13	112	20	27	54	12	24	27	7	508					0
	5:45 PM	20	202	62	4	88	14	21	32	13	9	17	8	489					0
	VOLUMES	211	1,297	324	61	908	188	184	333	127	134	214	58	4,036	0	0	0	0	0
	APPROACH %	11%	71%	18%	5%	78%	16%	29%	52%	20%	33%	53%	14%						
	APP/DEPART	1,831	/	1,538	1,157	/	1,168	643	/	718	405	/	613	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	113	646	142	32	495	116	80	164	68	65	125	29	2,074					
		118	671	148	33	515	121	83	171	71	68	129	30						
	APPROACH %	13%	72%	16%	5%	77%	18%	26%	53%	22%	30%	57%	13%						
	PEAK HR FACTOR		0.906			0.878			0.945			0.874		0.934					
	APP/DEPART	901	/	755	643	/	628	312	/	338	219	/	354	0					



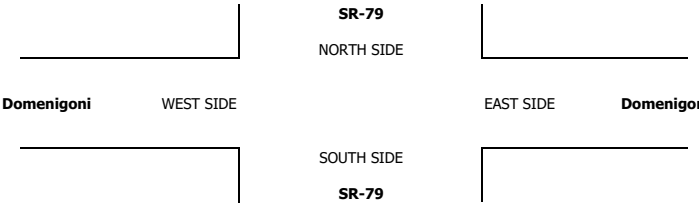
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/19/23	NORTH & SOUTH:	SR-79	LOCATION #:	22
WEDNESDAY	EAST & WEST:	Domenigoni	CONTROL:	SIGNAL

	NOTES:									AM		▲ N	
PCE	Class	1	2	3	4	5	6			PM			
Adjusted	Factor	1	1.5	2	3	2	2			MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND SR-79			SOUTHBOUND SR-79			EASTBOUND Domenigoni			WESTBOUND Domenigoni				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	28	87	140	12	148	69	66	220	33	181	242	9	1,233					0
	7:15 AM	19	45	173	17	173	75	42	189	47	206	249	14	1,248					0
	7:30 AM	8	74	193	14	170	60	30	225	43	241	271	4	1,330					0
	7:45 AM	17	67	172	3	176	51	45	220	38	178	173	5	1,143					0
	8:00 AM	20	50	124	12	126	55	49	239	28	217	191	1	1,111					0
	8:15 AM	20	62	155	6	141	52	39	215	31	187	150	3	1,058					0
	8:30 AM	15	68	151	5	133	38	37	209	29	165	204	7	1,058					0
	8:45 AM	15	64	111	11	88	55	63	208	25	179	198	5	1,020					0
	VOLUMES	141	516	1,216	80	1,153	454	370	1,722	273	1,552	1,678	47	9,200	0	0	0	0	0
	APPROACH %	8%	28%	65%	5%	68%	27%	16%	73%	12%	47%	51%	1%						
	APP/DEPART	1,872	/	933	1,686	/	2,978	2,365	/	3,018	3,277	/	2,272	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	72	273	677	46	666	255	183	852	160	806	935	32	4,954					
		74	283	704	48	692	265	190	886	166	838	972	33						
	APPROACH %	7%	27%	66%	5%	69%	26%	15%	71%	13%	45%	53%	2%						
	PEAK HR FACTOR		0.931			0.911			0.938			0.859		0.931					
	APP/DEPART	1,021	/	487	966	/	1,631	1,195	/	1,575	1,773	/	1,261	0					
PM	4:00 PM	28	176	250	7	86	37	75	210	15	177	196	8	1,263					0
	4:15 PM	26	155	243	9	105	49	68	218	21	165	176	4	1,238					0
	4:30 PM	18	165	257	3	91	38	55	251	19	207	189	7	1,298					0
	4:45 PM	24	181	266	3	90	38	53	161	12	200	185	6	1,217					0
	5:00 PM	25	165	272	7	71	41	64	214	12	161	197	4	1,232					0
	5:15 PM	32	158	241	6	62	44	50	233	19	171	207	8	1,228					0
	5:30 PM	28	166	261	6	81	43	62	218	10	148	167	10	1,197					0
	5:45 PM	26	144	252	6	56	47	54	197	14	168	181	5	1,146					0
	VOLUMES	206	1,309	2,040	46	641	335	479	1,701	120	1,395	1,496	51	9,817	0	0	0	0	0
	APPROACH %	6%	37%	57%	5%	63%	33%	21%	74%	5%	47%	51%	2%						
	APP/DEPART	3,555	/	1,838	1,022	/	2,156	2,299	/	3,787	2,942	/	2,037	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	96	677	1,016	21	372	162	251	840	67	748	745	24	5,015					
		99	704	1,056	22	386	168	261	873	69	778	774	25						
	APPROACH %	5%	38%	57%	4%	67%	29%	22%	73%	6%	49%	49%	2%						
	PEAK HR FACTOR		0.949			0.852			0.891			0.941		0.966					
	APP/DEPART	1,788	/	951	554	/	1,186	1,157	/	1,876	1,517	/	1,002	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

NOTES:

PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	43	0	61	0	0	0	0	30	12	78	54	0	277					0
	7:15 AM	31	0	77	0	0	0	0	37	20	92	59	0	314					0
	7:30 AM	11	0	70	0	0	0	0	32	18	67	42	0	240					0
	7:45 AM	15	0	79	0	0	0	0	41	18	67	43	0	262					0
	8:00 AM	16	0	72	0	0	0	0	51	21	95	40	0	294					0
	8:15 AM	12	0	67	0	0	0	0	27	12	67	32	0	216					0
	8:30 AM	10	0	77	0	0	0	0	30	5	74	43	0	239					0
	8:45 AM	7	0	55	0	0	0	0	26	6	63	26	0	182					0
	VOLUMES	145	0	557	0	0	0	0	273	110	600	338	0	2,022	0	0	0	0	0
	APPROACH %	21%	0%	79%	0%	0%	0%	0%	71%	29%	64%	36%	0%						
	APP/DEPART	701	/	0	0	/	710	383	/	830	938	/	483	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	73	0	298	0	0	0	0	160	76	320	184	0	1,109					
		76	0	309	0	0	0	0	166	79	332	191	0						
	APPROACH %	20%	0%	80%	0%	0%	0%	0%	68%	32%	64%	36%	0%						
	PEAK HR FACTOR		0.862			0.000			0.829			0.836		0.883					
	APP/DEPART	371	/	0	0	/	395	236	/	458	503	/	257	0					
PM	4:00 PM	17	0	71	0	0	0	0	60	19	67	43	0	275					0
	4:15 PM	13	0	77	0	0	0	0	72	20	94	48	0	322					0
	4:30 PM	9	0	82	0	0	0	0	64	9	74	34	0	271					0
	4:45 PM	8	0	89	0	0	0	0	52	13	66	34	0	261					0
	5:00 PM	4	0	79	0	0	0	0	69	10	74	43	0	278					0
	5:15 PM	9	0	78	0	0	0	0	59	13	83	39	0	280					0
	5:30 PM	8	0	76	0	0	0	0	62	13	62	31	0	251					0
	5:45 PM	5	0	76	0	0	0	0	51	10	52	26	0	220					0
	VOLUMES	72	0	626	0	0	0	0	487	106	570	297	0	2,156	0	0	0	0	0
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	82%	18%	66%	34%	0%						
	APP/DEPART	697	/	0	0	/	676	593	/	1,113	867	/	368	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	34	0	326	0	0	0	0	256	52	306	159	0	1,131					
		35	0	339	0	0	0	0	266	54	318	165	0						
	APPROACH %	9%	0%	91%	0%	0%	0%	0%	83%	17%	66%	34%	0%						
	PEAK HR FACTOR		0.930			0.000			0.840			0.824		0.879					
	APP/DEPART	359	/	0	0	/	358	308	/	582	465	/	192	0					

Warren

NORTH SIDE

Simpson WEST SIDE EAST SIDE **Simpson**

SOUTH SIDE

Warren

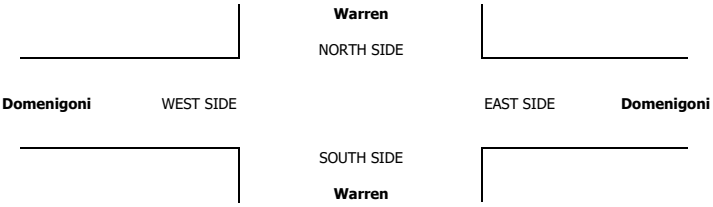
INTERSECTION TURNING MOVEMENT COUNTS

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

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

	NOTES:									AM		▲ N	
PCE	Class	1	2	3	4	5	6			PM			
Adjusted	Factor	1	1.5	2	3	2	2			MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Domenigoni			WESTBOUND Domenigoni				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	11	0	76	58	285	0	0	378	45	853					0
	7:15 AM	1	1	0	21	0	91	81	334	0	0	447	33	1,008					0
	7:30 AM	1	0	0	22	2	68	64	334	0	0	366	11	866					0
	7:45 AM	3	0	0	22	0	60	80	335	0	0	334	18	851					0
	8:00 AM	0	3	0	27	2	92	66	284	0	0	288	17	776					0
	8:15 AM	1	0	0	21	0	60	68	341	0	0	271	23	783					0
	8:30 AM	0	0	0	10	0	69	63	274	0	3	314	10	743					0
	8:45 AM	1	0	0	7	0	57	56	300	2	4	283	8	717					0
	VOLUMES	7	5	0	140	3	571	534	2,485	2	7	2,679	164	6,597	0	0	0	0	0
	APPROACH %	58%	42%	0%	20%	0%	80%	18%	82%	0%	0%	94%	6%						
	APP/DEPART	12	/	703	714	/	12	3,021	/	2,625	2,850	/	3,257	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	5	2	0	76	2	294	282	1,287	0	0	1,524	107	3,578					
		5	2	0	79	2	306	293	1,338	0	0	1,585	111						
	APPROACH %	71%	29%	0%	20%	0%	79%	18%	82%	0%	0%	93%	7%						
	PEAK HR FACTOR		0.583			0.829			0.946			0.850		0.888					
	APP/DEPART	7	/	390	372	/	2	1,569	/	1,363	1,631	/	1,823	0					
PM	4:00 PM	1	0	0	15	1	59	80	396	3	3	306	19	880					0
	4:15 PM	0	0	0	22	2	100	71	382	1	2	326	10	914					0
	4:30 PM	0	3	0	12	1	76	82	412	3	0	270	14	872					0
	4:45 PM	2	0	0	18	2	64	83	406	3	0	333	11	918					0
	5:00 PM	1	0	1	12	0	70	76	382	1	0	304	9	855					0
	5:15 PM	1	0	1	15	0	84	82	399	2	0	296	7	886					0
	5:30 PM	0	1	0	14	2	61	64	383	1	1	273	8	806					0
	5:45 PM	1	1	2	8	1	48	79	435	0	2	270	8	854					0
	VOLUMES	6	5	4	114	8	560	615	3,192	13	8	2,376	84	6,983	0	0	0	0	0
	APPROACH %	38%	34%	28%	17%	1%	82%	16%	84%	0%	0%	96%	3%						
	APP/DEPART	15	/	704	682	/	29	3,820	/	3,310	2,468	/	2,941	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	3	3	0	66	6	298	315	1,595	9	5	1,234	53	3,583					
		3	3	0	68	6	309	327	1,658	9	5	1,283	55						
	APPROACH %	45%	55%	0%	18%	1%	81%	16%	83%	0%	0%	96%	4%						
	PEAK HR FACTOR		0.458			0.749			0.966			0.940		0.976					
	APP/DEPART	6	/	370	369	/	20	1,918	/	1,660	1,291	/	1,534	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

NOTES:

PCE Adjusted									
	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

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

Warren

NORTH SIDE

SR-74 WEST SIDE EAST SIDE **SR-74**

SOUTH SIDE

Warren

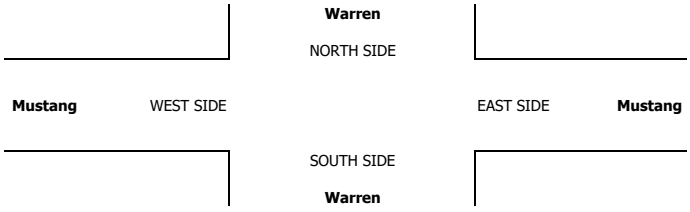
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Hemet	PROJECT #:	SC3963
4/25/23	NORTH & SOUTH:	Warren	LOCATION #:	30
TUESDAY	EAST & WEST:	Mustang	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N
	Factor	1	1.5	2	3	2	2			PM		
										MD	◄ W	E ►
										OTHER		S ▼
										OTHER		

		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Mustang			WESTBOUND Mustang				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	59	25	9	69	0	0	0	0	63	0	7	231					0
	7:15 AM	0	75	30	14	63	0	0	0	0	66	0	21	269					0
	7:30 AM	0	58	44	5	73	0	0	0	0	56	0	21	257					0
	7:45 AM	0	78	34	14	62	0	0	0	0	44	0	19	250					0
	8:00 AM	0	89	34	8	56	0	0	0	0	54	0	13	253					0
	8:15 AM	0	70	33	11	85	0	0	0	0	50	0	16	264					0
	8:30 AM	0	56	32	16	61	0	0	0	0	34	0	11	209					0
	8:45 AM	0	66	31	7	55	0	0	0	0	36	0	14	208					0
	VOLUMES	0	550	262	84	521	0	0	0	0	402	0	122	1,939	0	0	0	0	0
	APPROACH %	0%	68%	32%	14%	86%	0%	0%	0%	0%	77%	0%	23%						
	APP/DEPART	811	/	672	605	/	923	0	/	345	524	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	295	144	38	275	0	0	0	0	203	0	69	1,023					
		0	307	150	39	285	0	0	0	0	211	0	72						
	APPROACH %	0%	67%	33%	12%	88%	0%	0%	0%	0%	75%	0%	25%						
	PEAK HR FACTOR		0.896			0.817			0.000			0.883		0.969					
	APP/DEPART	439	/	364	312	/	478	0	/	182	272	/	0	0					
PM	4:00 PM	0	80	71	8	71	0	0	0	0	37	0	14	280					0
	4:15 PM	0	80	74	4	86	0	0	0	0	38	0	19	300					0
	4:30 PM	0	72	56	15	104	0	0	0	0	36	0	10	292					0
	4:45 PM	0	72	68	12	69	0	0	0	0	33	0	13	266					0
	5:00 PM	0	73	52	11	73	0	0	0	0	43	0	10	261					0
	5:15 PM	0	89	55	13	75	0	0	0	0	23	0	10	264					0
	5:30 PM	0	99	63	10	66	0	0	0	0	26	0	10	273					0
	5:45 PM	0	92	65	9	65	0	0	0	0	23	0	5	257					0
	VOLUMES	0	655	501	82	608	0	0	0	0	258	0	90	2,192	0	0	0	0	0
	APPROACH %	0%	57%	43%	12%	88%	0%	0%	0%	0%	74%	0%	26%						
	APP/DEPART	1,156	/	745	689	/	865	0	/	583	348	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	303	268	39	330	0	0	0	0	144	0	55	1,138					
		0	315	279	41	343	0	0	0	0	150	0	57						
	APPROACH %	0%	53%	47%	11%	89%	0%	0%	0%	0%	72%	0%	28%						
	PEAK HR FACTOR		0.929			0.777			0.000			0.881		0.948					
	APP/DEPART	571	/	358	369	/	474	0	/	307	199	/	0	0					



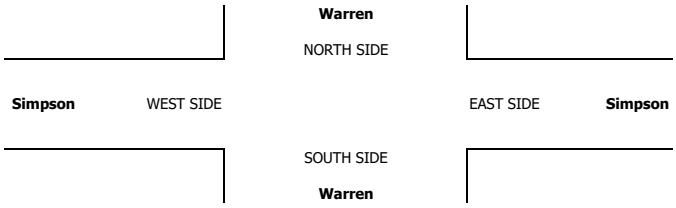
INTERSECTION TURNING MOVEMENT COUNTS

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

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

	NOTES:									AM		▲ N	
PCE	Class	1	2	3	4	5	6			PM			
Adjusted	Factor	1	1.5	2	3	2	2			MD	◄ W		E ►
										OTHER		S	
										OTHER		▼	

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	12:00 AM	0	0	8	0	0	0	0	1	0	6	3	0	18					0
	12:15 AM	0	0	11	0	0	0	0	2	1	6	0	0	20					0
	12:30 AM	1	0	7	0	0	0	0	2	0	4	2	0	16					0
	12:45 AM	0	0	5	0	0	0	0	0	1	4	2	0	12					0
	1:00 AM	1	0	11	0	0	0	0	4	1	4	0	0	21					0
	1:15 AM	0	0	3	0	0	0	0	0	0	2	1	0	6					0
	1:30 AM	1	0	7	0	0	0	0	2	0	3	1	0	14					0
	1:45 AM	0	0	4	0	0	0	0	0	0	6	1	0	11					0
	2:00 AM	0	0	6	0	0	0	0	0	0	1	0	0	7					0
	2:15 AM	0	0	4	0	0	0	0	1	0	2	3	0	10					0
	2:30 AM	0	0	3	0	0	0	0	0	0	14	1	0	18					0
	2:45 AM	0	0	3	0	0	0	0	0	1	5	2	0	11					0
	VOLUMES	3	0	72	0	0	0	0	12	4	57	16	0	163	0	0	0	0	0
	APPROACH %	4%	0%	96%	0%	0%	0%	0%	75%	25%	78%	22%	0%						
	APP/DEPART	75	/	0	0	/	61	16	/	84	72	/	19	0					
	BEGIN PEAK HR		12:15 AM																
	VOLUMES	2	0	34	0	0	0	0	8	3	18	4	0	69					
	APPROACH %	6%	0%	94%	0%	0%	0%	0%	73%	27%	82%	18%	0%						
	PEAK HR FACTOR		0.750			0.000			0.550			0.917		0.821					
	APP/DEPART	36	/	0	0	/	21	11	/	42	22	/	6	0					
PM	03:00 AM	1	0	2	0	0	0	0	0	2	17	3	0	25					0
	3:15 AM	2	0	2	0	0	0	0	0	1	13	9	0	27					0
	3:30 AM	2	0	6	0	0	0	0	1	0	28	4	0	41					0
	3:45 AM	1	0	6	0	0	0	0	2	1	18	6	0	34					0
	4:00 AM	0	0	7	0	0	0	0	3	0	24	9	0	42					0
	4:15 AM	1	0	3	0	0	0	0	4	0	39	10	0	57					0
	4:30 AM	0	0	7	0	0	0	0	1	0	35	15	0	57					0
	4:45 AM	0	0	18	0	0	0	0	2	2	32	9	0	63					0
	5:00 AM	2	0	8	0	0	0	0	1	1	38	19	0	69					0
	5:15 AM	6	0	15	0	0	0	0	1	1	34	20	0	76					0
	5:30 AM	6	0	17	0	0	0	0	12	1	43	21	0	100					0
	5:45 AM	9	0	23	0	0	0	0	7	3	35	19	0	95					0
	VOLUMES	29	0	112	0	0	0	0	34	12	355	142	0	683	0	0	0	0	0
	APPROACH %	21%	0%	79%	0%	0%	0%	0%	75%	25%	71%	29%	0%						
	APP/DEPART	141	/	0	0	/	366	46	/	146	496	/	171	0					
	BEGIN PEAK HR		5:00 AM																
	VOLUMES	23	0	62	0	0	0	0	21	6	150	78	0	339					
	APPROACH %	27%	0%	73%	0%	0%	0%	0%	78%	22%	66%	34%	0%						
	PEAK HR FACTOR		0.671			0.000			0.519			0.887		0.851					
	APP/DEPART	85	/	0	0	/	156	27	/	83	227	/	100	0					



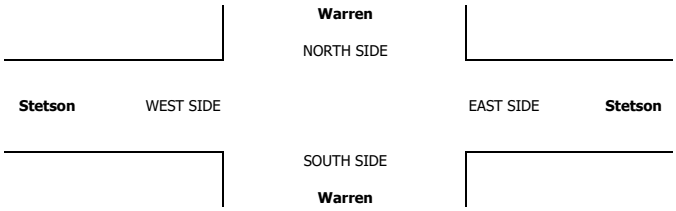
INTERSECTION TURNING MOVEMENT COUNTS

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

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

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N
	Factor	1	1.5	2	3	2	2			PM	◄ W	E ►
										MD		
										OTHER		S ▼
										OTHER		

		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Stetson			WESTBOUND Stetson				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	72	12	38	54	7	15	14	1	15	14	56	296					0
	7:15 AM	0	90	25	33	67	6	6	10	1	12	22	59	330					0
	7:30 AM	1	69	23	42	51	6	10	17	1	14	21	64	316					0
	7:45 AM	1	82	25	51	61	13	11	23	0	19	11	52	346					0
	8:00 AM	1	82	16	57	82	6	13	12	0	20	17	54	358					0
	8:15 AM	0	91	23	37	62	13	19	12	0	11	13	26	306					0
	8:30 AM	0	76	19	33	63	2	13	16	1	14	13	62	309					0
	8:45 AM	1	81	12	53	60	9	6	18	1	8	15	58	321					0
	VOLUMES	5	640	154	342	498	62	92	121	5	112	124	428	2,581	0	0	0	0	0
	APPROACH %	1%	80%	19%	38%	55%	7%	42%	56%	2%	17%	19%	64%						
	APP/DEPART	799	/	1,160	902	/	615	218	/	617	663	/	191	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	3	322	89	182	261	31	40	61	2	65	70	227	1,350					
		3	334	92	189	271	32	41	63	2	67	73	236						
	APPROACH %	1%	78%	21%	38%	55%	6%	39%	60%	2%	18%	19%	63%						
	PEAK HR FACTOR		0.898			0.816			0.765			0.922		0.943					
	APP/DEPART	413	/	588	473	/	327	103	/	332	362	/	104	0					
PM	4:00 PM	1	76	22	40	83	8	10	18	2	23	18	45	342					0
	4:15 PM	0	79	16	51	85	8	18	28	0	22	17	44	365					0
	4:30 PM	2	75	21	55	88	7	13	27	1	23	18	50	377					0
	4:45 PM	0	88	22	65	70	7	11	30	3	22	16	51	383					0
	5:00 PM	1	74	11	45	81	12	14	18	1	25	20	65	364					0
	5:15 PM	0	86	10	54	76	10	9	33	2	15	26	58	376					0
	5:30 PM	2	80	9	45	68	6	7	24	1	12	13	53	318					0
	5:45 PM	0	67	10	42	55	9	11	18	0	15	13	46	285					0
	VOLUMES	6	622	119	395	603	66	92	195	10	155	140	409	2,808	0	0	0	0	0
	APPROACH %	1%	83%	16%	37%	57%	6%	31%	66%	3%	22%	20%	58%						
	APP/DEPART	747	/	1,122	1,063	/	767	296	/	708	703	/	211	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	3	322	63	218	314	36	47	107	7	84	79	223	1,500					
		3	334	66	226	327	37	48	111	7	87	82	231						
	APPROACH %	1%	83%	16%	38%	55%	6%	29%	67%	4%	22%	20%	58%						
	PEAK HR FACTOR		0.884			0.949			0.917			0.884		0.979					
	APP/DEPART	387	/	591	568	/	405	160	/	387	386	/	118	0					



INTERSECTION TURNING MOVEMENT COUNTS

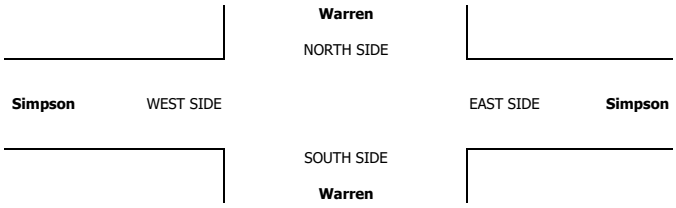
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

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

	NOTES:								
PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Warren)			SOUTHBOUND (Warren)			EASTBOUND (Simpson)			WESTBOUND (Simpson)				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	6:00 AM	6	0	27	0	0	0	0	11	3	51	16	0	113					0
	6:15 AM	9	0	35	0	0	0	0	13	5	53	39	0	153					0
	6:30 AM	12	0	47	0	0	0	0	18	7	58	47	0	187					0
	6:45 AM	8	0	69	0	0	0	0	36	13	76	37	0	239					0
	7:00 AM	43	0	61	0	0	0	0	30	12	78	54	0	277					0
	7:15 AM	31	0	77	0	0	0	0	37	20	92	59	0	314					0
	7:30 AM	11	0	70	0	0	0	0	32	18	67	42	0	240					0
	7:45 AM	15	0	79	0	0	0	0	41	18	67	43	0	262					0
	8:00 AM	16	0	72	0	0	0	0	51	21	95	40	0	294					0
	8:15 AM	12	0	67	0	0	0	0	27	12	67	32	0	216					0
	8:30 AM	10	0	77	0	0	0	0	30	5	74	43	0	239					0
	8:45 AM	7	0	55	0	0	0	0	26	6	63	26	0	182					0
	VOLUMES	179	0	734	0	0	0	0	351	137	837	477	0	2,713	0	0	0	0	0
	APPROACH %	20%	0%	80%	0%	0%	0%	0%	72%	28%	64%	36%	0%						
	APP/DEPART	912	/	0	0	/	974	487	/	1,084	1,314	/	656	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	73	0	298	0	0	0	0	160	76	320	184	0	1,109					
	APPROACH %	20%	0%	80%	0%	0%	0%	0%	68%	32%	64%	36%	0%						
	PEAK HR FACTOR		0.862			0.000			0.829			0.836		0.883					
	APP/DEPART	371	/	0	0	/	395	236	/	458	503	/	257	0					
PM	09:00 AM	7	0	44	0	0	0	0	32	5	52	25	0	165					0
	9:15 AM	11	0	37	0	0	0	0	39	5	61	34	0	186					0
	9:30 AM	3	0	39	0	0	0	0	32	7	60	34	0	174					0
	9:45 AM	3	0	50	0	0	0	0	29	5	41	32	0	159					0
	10:00 AM	6	0	43	0	0	0	0	23	8	58	34	0	171					0
	10:15 AM	7	0	52	0	0	0	0	27	7	60	20	0	173					0
	10:30 AM	17	0	38	0	0	0	0	12	2	45	33	0	146					0
	10:45 AM	15	0	38	0	0	0	0	30	8	40	32	0	161					0
	11:00 AM	4	0	61	0	0	0	0	35	8	48	35	0	191					0
	11:15 AM	6	0	57	0	0	0	0	30	7	66	33	0	198					0
	11:30 AM	10	0	44	0	0	0	0	31	7	55	40	0	186					0
	11:45 AM	13	0	53	0	0	0	0	34	6	50	31	0	186					0
	VOLUMES	102	0	553	0	0	0	0	352	73	634	382	0	2,094	0	0	0	0	0
	APPROACH %	16%	0%	84%	0%	0%	0%	0%	83%	17%	62%	38%	0%						
	APP/DEPART	654	/	0	0	/	706	424	/	904	1,016	/	484	0					
	BEGIN PEAK HR		11:00 AM																
	VOLUMES	33	0	214	0	0	0	0	130	27	219	139	0	761					
	APPROACH %	13%	0%	87%	0%	0%	0%	0%	83%	17%	61%	39%	0%						
	PEAK HR FACTOR		0.941			0.000			0.910			0.903		0.960					
	APP/DEPART	247	/	0	0	/	246	157	/	343	358	/	172	0					



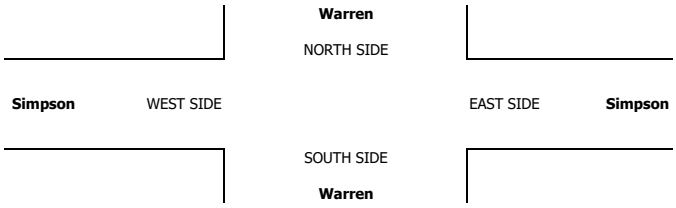
INTERSECTION TURNING MOVEMENT COUNTS

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

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

	NOTES:											
PCE	Class	1	2	3	4	5	6			AM		▲ N
Adjusted	Factor	1	1.5	2	3	2	2			PM	◄ W	E ►
										MD		
										OTHER		S ▼
										OTHER		

		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Simpson			WESTBOUND Simpson				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	12:00 PM	4	0	55	0	0	0	0	31	5	57	30	0	181					0
	12:15 PM	14	0	57	0	0	0	0	33	12	59	36	0	210					0
	12:30 PM	9	0	64	0	0	0	0	41	5	57	24	0	199					0
	12:45 PM	10	0	55	0	0	0	0	34	3	59	32	0	193					0
	1:00 PM	9	0	54	0	0	0	0	37	9	54	19	0	180					0
	1:15 PM	12	0	57	0	0	0	0	29	9	62	22	0	190					0
	1:30 PM	11	0	69	0	0	0	0	38	13	57	26	0	213					0
	1:45 PM	12	0	54	0	0	0	0	43	7	54	29	0	198					0
	2:00 PM	8	0	75	0	0	0	0	28	7	54	28	0	199					0
	2:15 PM	7	0	92	0	0	0	0	32	7	77	17	0	232					0
	2:30 PM	6	0	66	0	0	0	0	39	6	64	23	0	203					0
	2:45 PM	12	0	51	0	0	0	0	44	6	55	25	0	192					0
	VOLUMES	112	0	747	0	0	0	0	426	87	706	309	0	2,386	0	0	0	0	0
	APPROACH %	13%	0%	87%	0%	0%	0%	0%	83%	17%	70%	30%	0%						
	APP/DEPART	859	/	0	0	/	793	513	/	1,173	1,014	/	421	0					
	BEGIN PEAK HR		1:30 PM																
	VOLUMES	38	0	290	0	0	0	0	140	33	241	100	0	841					
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	81%	19%	71%	29%	0%						
	PEAK HR FACTOR		0.827			0.000			0.863			0.910		0.908					
	APP/DEPART	328	/	0	0	/	274	173	/	430	341	/	137	0					
PM	03:00 PM	8	0	81	0	0	0	0	38	11	64	39	0	240					0
	3:15 PM	9	0	78	0	0	0	0	66	8	64	36	0	261					0
	3:30 PM	14	0	71	0	0	0	0	59	14	76	42	0	275					0
	3:45 PM	17	0	89	0	0	0	0	64	14	65	42	0	290					0
	4:00 PM	17	0	71	0	0	0	0	60	19	67	43	0	275					0
	4:15 PM	13	0	77	0	0	0	0	72	20	94	48	0	322					0
	4:30 PM	9	0	82	0	0	0	0	64	9	74	34	0	271					0
	4:45 PM	8	0	89	0	0	0	0	52	13	66	34	0	261					0
	5:00 PM	4	0	79	0	0	0	0	69	10	74	43	0	278					0
	5:15 PM	9	0	78	0	0	0	0	59	13	83	39	0	280					0
	5:30 PM	8	0	76	0	0	0	0	62	13	62	31	0	251					0
	5:45 PM	5	0	76	0	0	0	0	51	10	52	26	0	220					0
	VOLUMES	119	0	944	0	0	0	0	713	153	839	454	0	3,220	0	0	0	0	0
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	82%	18%	65%	35%	0%						
	APP/DEPART	1,063	/	0	0	/	991	865	/	1,656	1,293	/	573	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	60	0	307	0	0	0	0	254	66	302	173	0	1,160					
	APPROACH %	16%	0%	84%	0%	0%	0%	0%	79%	21%	64%	36%	0%						
	PEAK HR FACTOR		0.867			0.000			0.873			0.841		0.902					
	APP/DEPART	366	/	0	0	/	368	320	/	560	475	/	233	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

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

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S ▼	
										OTHER			

		NORTHBOUND Warren			SOUTHBOUND Warren			EASTBOUND Simpson			WESTBOUND Simpson				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	6:00 PM	12	0	73	0	0	0	0	52	9	67	20	0	231					0
	6:15 PM	9	0	64	0	0	0	0	44	6	57	20	0	199					0
	6:30 PM	11	0	65	0	0	0	0	36	12	40	22	0	186					0
	6:45 PM	8	0	78	0	0	0	0	29	3	43	22	0	183					0
	7:00 PM	6	0	60	0	0	0	0	35	3	29	15	0	147					0
	7:15 PM	7	0	54	0	0	0	0	30	3	28	20	0	142					0
	7:30 PM	1	0	67	0	0	0	0	34	6	33	11	0	152					0
	7:45 PM	2	0	43	0	0	0	0	21	4	16	23	0	108					0
	8:00 PM	5	0	52	0	0	0	0	19	2	26	8	0	112					0
	8:15 PM	1	0	42	0	0	0	0	26	7	18	10	0	103					0
	8:30 PM	7	0	47	0	0	0	0	18	2	20	12	0	105					0
	8:45 PM	8	0	47	0	0	0	0	22	3	19	9	0	108					0
	VOLUMES	77	0	688	0	0	0	0	363	60	395	192	0	1,773	0	0	0	0	0
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	86%	14%	67%	33%	0%						
	APP/DEPART	765	/	0	0	/	454	423	/	1,051	586	/	268	0					
	BEGIN PEAK HR		6:00 PM																
	VOLUMES	40	0	279	0	0	0	0	160	30	206	84	0	798					
	APPROACH %	12%	0%	88%	0%	0%	0%	0%	84%	16%	71%	29%	0%						
	PEAK HR FACTOR		0.926			0.000			0.790			0.842		0.863					
	APP/DEPART	319	/	0	0	/	236	190	/	439	290	/	123	0					
PM	09:00 PM	1	0	41	0	0	0	0	8	2	19	12	0	83					0
	9:15 PM	5	0	33	0	0	0	0	13	1	17	10	0	79					0
	9:30 PM	6	0	26	0	0	0	0	10	1	13	7	0	63					0
	9:45 PM	2	0	31	0	0	0	0	9	6	14	11	0	72					0
	10:00 PM	2	0	19	0	0	0	0	13	3	7	7	0	51					0
	10:15 PM	0	0	19	0	0	0	0	6	3	14	10	0	52					0
	10:30 PM	0	0	17	0	0	0	0	12	2	9	2	0	42					0
	10:45 PM	0	0	10	0	0	0	0	2	3	5	4	0	24					0
	11:00 PM	0	0	19	0	0	0	0	4	0	5	8	0	36					0
	11:15 PM	0	0	10	0	0	0	0	6	0	3	1	0	20					0
	11:30 PM	0	0	13	0	0	0	0	5	0	4	2	0	24					0
	11:45 PM	0	0	14	0	0	0	0	6	2	1	1	0	24					0
	VOLUMES	16	0	252	0	0	0	0	93	23	111	74	0	569	0	0	0	0	0
	APPROACH %	6%	0%	94%	0%	0%	0%	0%	80%	20%	60%	40%	0%						
	APP/DEPART	268	/	0	0	/	134	116	/	345	185	/	90	0					
	BEGIN PEAK HR		9:00 PM																
	VOLUMES	14	0	131	0	0	0	0	40	10	63	40	0	297					
	APPROACH %	10%	0%	90%	0%	0%	0%	0%	80%	20%	61%	39%	0%						
	PEAK HR FACTOR		0.860			0.000			0.853			0.827		0.893					
	APP/DEPART	145	/	0	0	/	73	50	/	170	103	/	54	0					

Warren

NORTH SIDE

Simpson WEST SIDE EAST SIDE **Simpson**

SOUTH SIDE

Warren

APPENDIX C – LEVEL OF SERVICE CALCULATIONS

Simpson Road

Vistro File: C:\...\Simpson_Abby-LAPTOP-A71N00DA.vistro
Report File: C:\...\EX AM.pdf

Scenario 1 Existing AM
11/1/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	EB Left	0.793	32.6	C
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	SB Left	0.537	25.9	C
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	0.981	82.8	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.728	18.3	C
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	EB Left	0.899	50.5	D
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	NB Left	0.614	33.9	C
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.156	63.3	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	WB Left	0.309	9.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	32.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

Intersection Setup

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79									SR-74		
Base Volume Input [veh/h]	113	15	340	21	17	6	13	857	136	503	909	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	15	340	21	17	6	13	857	136	503	909	35
Peak Hour Factor	0.9490	0.9490	0.9490	0.8060	0.8060	0.8060	0.8210	0.8210	0.8210	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	4	90	7	5	2	4	261	41	136	246	9
Total Analysis Volume [veh/h]	119	16	358	26	21	7	16	1044	166	544	983	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	26	0	0	26	0	19	19	0	43	43	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	30	0	0	30	0	37	30	0	40	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	26	26	26	2	29	29	33	60	60
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.02	0.29	0.29	0.33	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.07	0.21	0.01	0.02	0.01	0.27	0.09	0.31	0.27	0.28
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	475	470	157	470	34	1102	507	576	1139	1079
d1, Uniform Delay [s]	29.29	34.45	27.71	27.73	48.55	34.76	27.85	32.68	10.97	11.17
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.26	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.26	13.05	2.26	0.24	10.15	5.23	0.37	16.60	0.28	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.80	0.17	0.06	0.48	0.95	0.33	0.95	0.45	0.47
d, Delay for Lane Group [s/veh]	30.55	47.50	29.96	27.97	58.69	39.99	28.22	49.27	11.25	11.49
Lane Group LOS	C	D	C	C	E	D	C	D	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.42	10.03	0.56	0.53	0.49	12.92	3.14	15.09	5.86	5.92
50th-Percentile Queue Length [ft/ln]	60.48	250.82	14.10	13.34	12.20	322.95	78.51	377.30	146.41	147.93
95th-Percentile Queue Length [veh/ln]	4.35	15.23	1.02	0.96	0.88	18.81	5.65	21.46	9.82	9.91
95th-Percentile Queue Length [ft/ln]	108.86	380.68	25.39	24.00	21.97	470.32	141.32	536.58	245.62	247.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.55	47.50	47.50	29.96	27.97	27.97	58.69	39.99	28.22	49.27	11.36	11.49
Movement LOS	C	D	D	C	C	C	E	D	C	D	B	B
d_A, Approach Delay [s/veh]	43.41			28.93			38.64			24.54		
Approach LOS	D			C			D			C		
d_I, Intersection Delay [s/veh]	32.58											
Intersection LOS	C											
Intersection V/C	0.793											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.436	2.168	3.008	2.927
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	520	520	580
d_b, Bicycle Delay [s]	27.38	27.38	27.38	25.21
l_b,int, Bicycle LOS Score for Intersection	2.373	1.649	2.571	2.851
Bicycle LOS	B	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: SR-79/Simpson Rd

Control Type:	Signalized	Delay (sec / veh):	25.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.537

Intersection Setup

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	51	341	54	9	674	194	135	172	87	137	207	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	341	54	9	674	194	135	172	87	137	207	29
Peak Hour Factor	0.9300	0.9300	0.9300	0.8720	0.8720	0.8720	0.7430	0.7430	0.7430	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	92	15	3	193	56	45	58	29	41	62	9
Total Analysis Volume [veh/h]	55	367	58	10	773	222	182	231	117	163	246	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	8	22	0	5	19	0	11	26	0	11	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	26	0	9	26	0	15	26	0	19	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	40	40	1	38	38	10	13	13	9	13	13
g / C, Green / Cycle	0.04	0.51	0.51	0.01	0.47	0.47	0.12	0.17	0.17	0.11	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.03	0.11	0.12	0.01	0.27	0.27	0.10	0.12	0.07	0.09	0.13	0.02
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	79	958	908	23	898	851	219	319	293	201	299	276
d1, Uniform Delay [s]	37.67	11.09	11.12	39.17	15.29	15.15	34.19	31.55	29.70	34.56	32.61	28.97
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.22	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.64	0.55	0.59	12.18	2.68	2.68	14.91	3.14	0.88	7.63	5.59	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.23	0.23	0.43	0.58	0.56	0.83	0.73	0.40	0.81	0.82	0.13
d, Delay for Lane Group [s/veh]	48.31	11.64	11.71	51.35	17.97	17.83	49.10	34.69	30.57	42.19	38.20	29.17
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.27	2.12	2.06	0.27	6.93	6.37	4.09	4.15	1.92	3.28	4.69	0.55
50th-Percentile Queue Length [ft/ln]	31.86	53.12	51.58	6.75	173.26	159.18	102.13	103.70	47.91	82.00	117.17	13.73
95th-Percentile Queue Length [veh/ln]	2.29	3.82	3.71	0.49	11.25	10.51	7.35	7.47	3.45	5.90	8.24	0.99
95th-Percentile Queue Length [ft/ln]	57.35	95.62	92.85	12.15	281.19	262.64	183.83	186.65	86.25	147.60	205.94	24.72

Movement, Approach, & Intersection Results

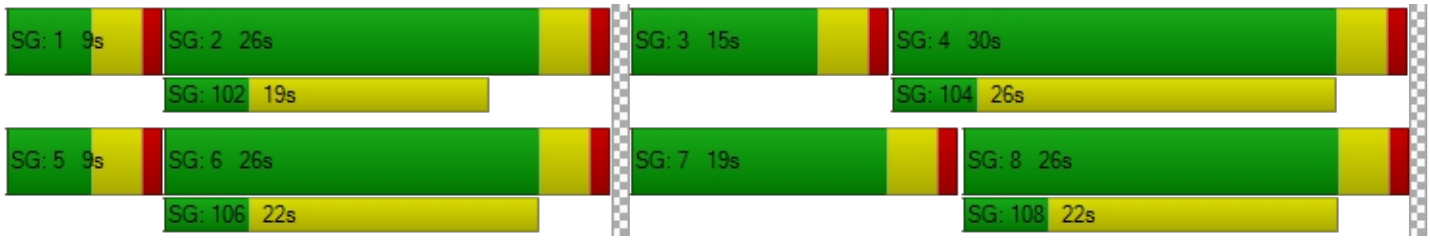
d_M, Delay for Movement [s/veh]	48.31	11.67	11.71	51.35	17.93	17.83	49.10	34.69	30.57	42.19	38.20	29.17
Movement LOS	D	B	B	D	B	B	D	C	C	D	D	C
d_A, Approach Delay [s/veh]	15.87			18.24			38.73			38.95		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	25.93											
Intersection LOS	C											
Intersection V/C	0.537											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.51	31.51	31.51	31.51
l_p,int, Pedestrian LOS Score for Intersectio	2.594	2.605	2.555	2.537
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	650
d_b, Bicycle Delay [s]	21.03	21.03	21.03	18.23
l_b,int, Bicycle LOS Score for Intersection	1.956	2.389	2.434	2.292
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: SR-79/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	82.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.981

Intersection Setup

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	72	273	677	46	666	255	183	852	160	806	935	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	273	677	46	666	255	183	852	160	806	935	32
Peak Hour Factor	0.9310	0.9310	0.9310	0.9110	0.9110	0.9110	0.9380	0.9380	0.9380	0.8590	0.8590	0.8590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	73	182	13	183	70	49	227	43	235	272	9
Total Analysis Volume [veh/h]	77	293	727	50	731	280	195	908	171	938	1088	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	13	84	0	7	78	0	96	49	0	84	37	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	51	0	9	46	0	18	30	0	30	42	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	48	48	4	45	45	9	26	26	26	42	42
g / C, Green / Cycle	0.06	0.40	0.40	0.04	0.38	0.38	0.08	0.22	0.22	0.22	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.04	0.08	0.42	0.03	0.19	0.16	0.06	0.24	0.10	0.30	0.19	0.02
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	98	1513	697	64	1440	663	249	819	377	683	2012	618
d1, Uniform Delay [s]	55.96	23.56	36.12	57.34	28.67	27.56	54.25	47.08	40.94	47.00	31.04	25.66
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.13	0.29	46.02	18.40	1.28	1.97	5.35	53.58	0.85	170.48	0.23	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.19	1.04	0.78	0.51	0.42	0.78	1.11	0.45	1.37	0.54	0.06
d, Delay for Lane Group [s/veh]	69.09	23.84	82.14	75.73	29.95	29.53	59.60	100.65	41.79	217.48	31.26	25.70
Lane Group LOS	E	C	F	E	C	C	E	F	D	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.53	2.54	26.97	1.75	7.61	5.78	2.91	17.39	4.19	25.59	7.69	0.65
50th-Percentile Queue Length [ft/ln]	63.26	63.44	674.17	43.73	190.24	144.47	72.76	434.71	104.84	639.68	192.30	16.30
95th-Percentile Queue Length [veh/ln]	4.55	4.57	36.61	3.15	12.13	9.72	5.24	25.62	7.55	39.38	12.24	1.17
95th-Percentile Queue Length [ft/ln]	113.87	114.19	915.17	78.72	303.35	243.03	130.97	640.44	188.71	984.55	306.01	29.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.09	23.84	82.14	75.73	29.95	29.53	59.60	100.65	41.79	217.48	31.26	25.70
Movement LOS	E	C	F	E	C	C	E	F	D	F	C	C
d_A, Approach Delay [s/veh]	65.65			32.00			86.47			115.83		
Approach LOS	E			C			F			F		
d_I, Intersection Delay [s/veh]	82.82											
Intersection LOS	F											
Intersection V/C	0.981											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.502	3.027	3.459	3.744
Crosswalk LOS	D	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	700	433	633
d_b, Bicycle Delay [s]	22.21	25.35	36.82	28.02
l_b,int, Bicycle LOS Score for Intersection	2.465	2.435	2.611	2.694
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/Simpson Rd

Control Type:	All-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Warren Rd					
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Warren Rd					
Base Volume Input [veh/h]	73	298	160	76	320	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	298	160	76	320	184
Peak Hour Factor	0.8620	0.8620	0.8290	0.8290	0.8360	0.8360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	86	48	23	96	55
Total Analysis Volume [veh/h]	85	346	193	92	383	220
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	486	582	571	526	569
Degree of Utilization, x	0.17	0.59	0.50	0.73	0.39

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.63	3.89	2.77	6.01	1.82
95th-Percentile Queue Length [ft]	15.69	97.22	69.30	150.28	45.48
Approach Delay [s/veh]	16.39		15.41	21.08	
Approach LOS	C		C	C	
Intersection Delay [s/veh]	18.32				
Intersection LOS	C				

Intersection Level Of Service Report
Intersection 5: Warren Rd/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	50.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.899

Intersection Setup

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	5	2	0	76	2	294	282	1287	0	0	1524	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	0	76	2	294	282	1287	0	0	1524	107
Peak Hour Factor	0.5830	0.5830	0.5830	0.8290	0.8290	0.8290	0.9460	0.9460	0.9460	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	23	1	89	75	340	0	0	448	31
Total Analysis Volume [veh/h]	9	3	0	92	2	355	298	1360	0	0	1793	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	44	0	0	44	0	27	39	0	37	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	22	75	75	0	53	53
g / C, Green / Cycle	0.27	0.27	0.18	0.63	0.63	0.00	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.01	0.26	0.17	0.36	0.00	0.00	0.47	0.07
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	531	515	322	2380	1096	0	1682	775
d1, Uniform Delay [s]	31.87	42.58	48.16	13.04	0.00	0.00	33.43	20.07
k, delay calibration	0.11	0.29	0.36	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	11.54	27.52	1.00	0.00	0.00	41.90	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.87	0.93	0.57	0.00	0.00	1.07	0.16
d, Delay for Lane Group [s/veh]	31.89	54.11	75.69	14.04	0.00	0.00	75.33	20.53
Lane Group LOS	C	D	E	B	A	A	F	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.25	13.84	10.61	8.78	0.00	0.00	31.09	2.01
50th-Percentile Queue Length [ft/ln]	6.16	346.02	265.37	219.50	0.00	0.00	777.34	50.34
95th-Percentile Queue Length [veh/ln]	0.44	19.94	15.96	13.64	0.00	0.00	42.22	3.62
95th-Percentile Queue Length [ft/ln]	11.09	498.55	398.95	340.98	0.00	0.00	1055.50	90.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.89	31.89	31.89	54.11	54.11	54.11	75.69	14.04	0.00	0.00	75.33	20.53
Movement LOS	C	C	C	D	D	D	E	B	A	A	F	C
d_A, Approach Delay [s/veh]	31.89			54.11			25.12			71.73		
Approach LOS	C			D			C			E		
d_I, Intersection Delay [s/veh]	50.51											
Intersection LOS	D											
Intersection V/C	0.899											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
l_p,int, Pedestrian LOS Score for Intersectio	1.743	2.513	3.773	3.757
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667	583	750
d_b, Bicycle Delay [s]	26.66	26.66	30.09	23.43
l_b,int, Bicycle LOS Score for Intersection	1.579	2.300	2.927	3.143
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 6: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	33.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.614

Intersection Setup

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	166	215	97	16	224	160	126	775	202	235	690	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	24	0	0	40	0	0	51	0	0	3
Total Hourly Volume [veh/h]	166	215	73	16	224	120	126	775	151	235	690	7
Peak Hour Factor	0.8940	0.8940	0.8940	0.8870	0.8870	0.8870	0.8610	0.8610	0.8610	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	60	20	5	63	34	37	225	44	61	180	2
Total Analysis Volume [veh/h]	186	240	82	18	253	135	146	900	175	245	719	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	12	28	0	12	28	0	18	32	0	22	36	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	39	0	10	32	0	24	36	0	20	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	22	22	2	11	11	11	49	49	16	55	55
g / C, Green / Cycle	0.12	0.20	0.20	0.02	0.10	0.10	0.10	0.47	0.47	0.15	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.11	0.06	0.05	0.01	0.07	0.08	0.08	0.29	0.29	0.14	0.19	0.20
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	215	779	359	35	389	179	178	892	845	267	990	938
d1, Uniform Delay [s]	45.21	35.43	34.82	50.94	45.34	45.86	46.25	20.82	20.82	43.84	14.91	15.10
k, delay calibration	0.30	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.20	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.19	0.22	0.32	10.85	1.84	6.30	9.05	3.21	3.39	19.20	1.05	1.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.31	0.23	0.51	0.65	0.75	0.82	0.62	0.62	0.92	0.37	0.39
d, Delay for Lane Group [s/veh]	68.39	35.65	35.14	61.79	47.18	52.16	55.30	24.03	24.21	63.03	15.96	16.30
Lane Group LOS	E	D	D	E	D	D	E	C	C	E	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.11	2.63	1.78	0.55	3.11	3.56	4.02	9.87	9.39	7.39	4.86	4.93
50th-Percentile Queue Length [ft/ln]	152.76	65.64	44.48	13.84	77.63	88.94	100.46	246.65	234.82	184.69	121.51	123.15
95th-Percentile Queue Length [veh/ln]	10.16	4.73	3.20	1.00	5.59	6.40	7.23	15.02	14.42	11.85	8.48	8.57
95th-Percentile Queue Length [ft/ln]	254.11	118.15	80.06	24.91	139.74	160.10	180.82	375.44	360.47	296.13	211.91	214.15

Movement, Approach, & Intersection Results

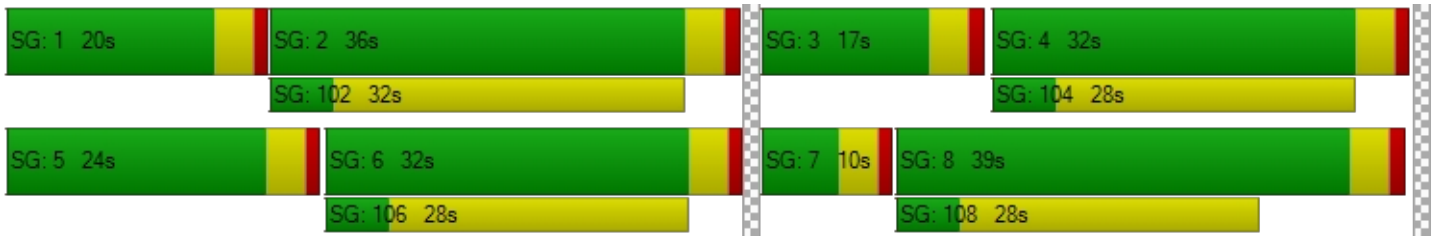
d_M, Delay for Movement [s/veh]	68.39	35.65	35.14	61.79	47.18	52.16	55.30	24.10	24.21	63.03	16.13	16.30
Movement LOS	E	D	D	E	D	D	E	C	C	E	B	B
d_A, Approach Delay [s/veh]	47.56			49.48			27.85			27.97		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	33.94											
Intersection LOS	C											
Intersection V/C	0.614											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.90	43.90	43.90	43.90
l_p,int, Pedestrian LOS Score for Intersectio	2.700	2.770	3.171	2.962
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	533	609	533
d_b, Bicycle Delay [s]	23.34	28.24	25.39	28.24
l_b,int, Bicycle LOS Score for Intersection	1.999	1.928	2.609	2.363
Bicycle LOS	A	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 7: Warren Rd/Stetson Ave

Control Type:	All-way stop	Delay (sec / veh):	63.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.156

Intersection Setup

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	322	89	182	261	31	40	61	2	65	70	227
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	322	89	182	261	31	40	61	2	65	70	227
Peak Hour Factor	0.8980	0.8980	0.8980	0.8160	0.8160	0.8160	0.7650	0.7650	0.7650	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	90	25	56	80	9	13	20	1	18	19	62
Total Analysis Volume [veh/h]	3	359	99	223	320	38	52	80	3	70	76	246
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	512	581	412	418	475
Degree of Utilization, x	0.90	1.16	0.33	0.17	0.68

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	10.35	20.46	1.41	0.59	5.00
95th-Percentile Queue Length [ft]	258.77	511.46	35.21	14.87	124.91
Approach Delay [s/veh]	45.58	115.74	15.97	22.64	
Approach LOS	E	F	C	C	
Intersection Delay [s/veh]	63.28				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 8: Warren Rd/Mustang Way

Control Type:	Signalized	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.309

Intersection Setup

Name	Warren Rd		Warren Rd		Mustang Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	295	144	38	275	203	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	295	144	38	275	203	69
Peak Hour Factor	0.8960	0.8960	0.8170	0.8170	0.8830	0.8830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	40	12	84	57	20
Total Analysis Volume [veh/h]	329	161	47	337	230	78
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	0
Maximum Green [s]	24	0	0	24	28	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	23	0	0	23	37	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	42	10	10
g / C, Green / Cycle	0.70	0.70	0.70	0.70	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.13	0.14	0.03	0.18	0.13	0.04
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1321	1252	1167	1321	300	300
d1, Uniform Delay [s]	3.20	3.22	2.86	3.39	23.72	21.56
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	0.35	0.06	0.47	4.11	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.20	0.04	0.26	0.77	0.26
d, Delay for Lane Group [s/veh]	3.51	3.57	2.93	3.85	27.82	22.02
Lane Group LOS	A	A	A	A	C	C
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.41	0.42	0.07	0.60	3.18	0.91
50th-Percentile Queue Length [ft/ln]	10.17	10.42	1.78	14.94	79.49	22.82
95th-Percentile Queue Length [veh/ln]	0.73	0.75	0.13	1.08	5.72	1.64
95th-Percentile Queue Length [ft/ln]	18.30	18.76	3.21	26.89	143.09	41.07

Movement, Approach, & Intersection Results

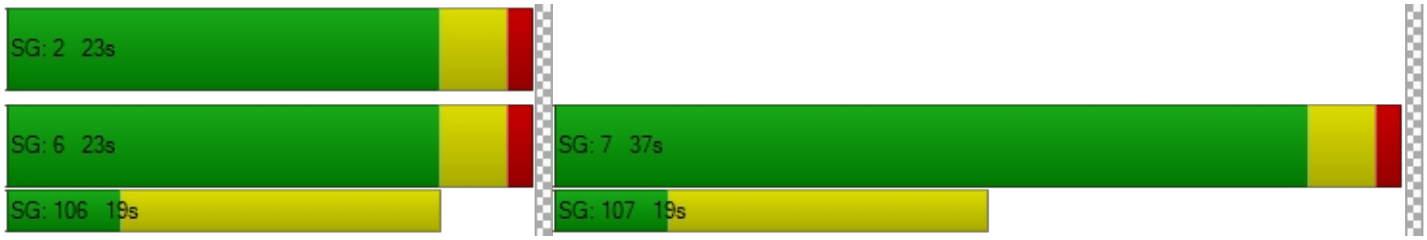
d_M, Delay for Movement [s/veh]	3.52	3.57	2.93	3.85	27.82	22.02
Movement LOS	A	A	A	A	C	C
d_A, Approach Delay [s/veh]	3.54		3.74		26.35	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	9.55					
Intersection LOS	A					
Intersection V/C	0.309					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.551	2.465	2.325
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	633	1100
d_b, Bicycle Delay [s]	14.01	14.01	6.08
l_b,int, Bicycle LOS Score for Intersection	1.964	2.193	1.560
Bicycle LOS	A	B	A

Sequence

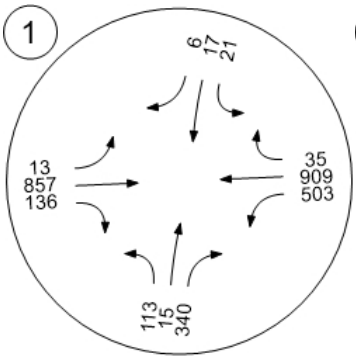
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Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



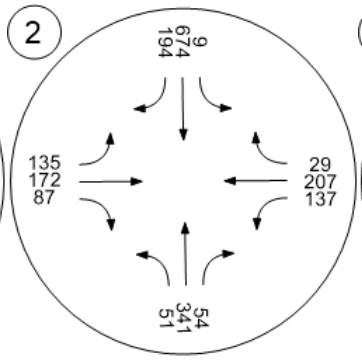
Traffic Volume - Future Total Volume



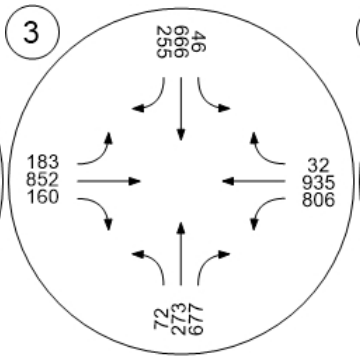
SR-79/SR-74



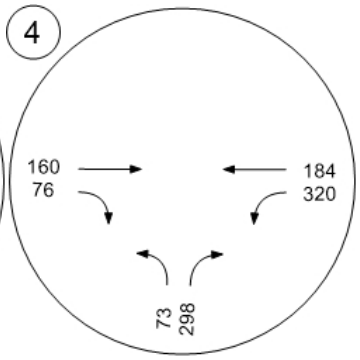
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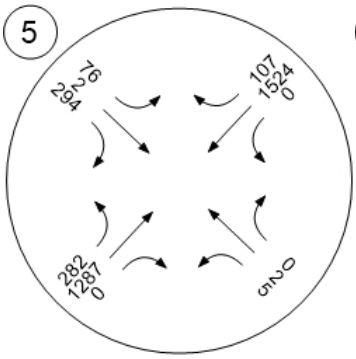
SR-79/Domenigoni Pkwy



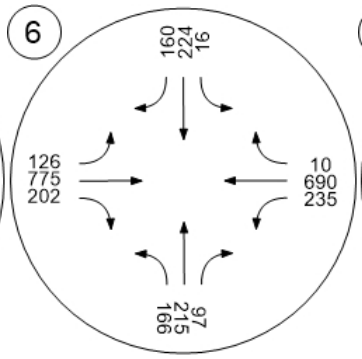
Warren Rd/Simpson Rd



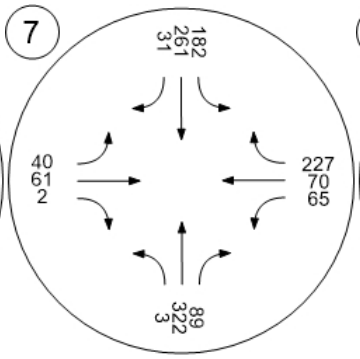
Warren Rd/Domenigoni Pkwy



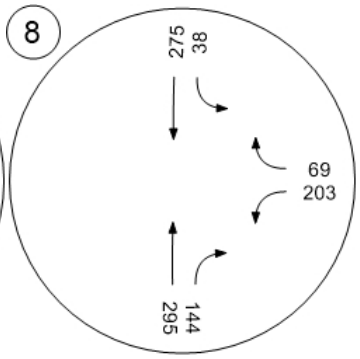
Warren Rd/SR-74



Warren Rd/Stetson Ave



Warren Rd/Mustang Way



Simpson Road

Vistro File: C:\...\Simpson_Abby-LAPTOP-A71N00DA.vistro
Report File: C:\...\EX PM.pdf

Scenario 4 Existing PM
11/1/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	EB Left	0.871	41.6	D
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	WB Left	0.394	19.9	B
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	NB Right	1.127	110.2	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.713	19.7	C
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	0.814	32.5	C
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	NB Left	0.629	35.3	D
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.267	80.2	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	WB Left	0.317	7.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	41.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.871

Intersection Setup

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79									SR-74		
Base Volume Input [veh/h]	139	16	536	23	16	6	24	1021	101	416	876	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	16	536	23	16	6	24	1021	101	416	876	33
Peak Hour Factor	0.9860	0.9860	0.9860	0.7860	0.7860	0.7860	0.9020	0.9020	0.9020	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	4	136	7	5	2	7	283	28	114	241	9
Total Analysis Volume [veh/h]	141	16	544	29	20	8	27	1132	112	458	964	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	26	0	0	26	0	107	66	0	126	85	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	40	0	0	40	0	47	37	0	33	23	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	36	36	36	36	3	33	33	29	59	59
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.03	0.30	0.30	0.26	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.08	0.31	0.02	0.02	0.02	0.30	0.06	0.26	0.26	0.28
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	588	589	75	589	47	1140	525	461	1020	966
d1, Uniform Delay [s]	27.07	36.13	25.31	25.28	52.89	38.38	28.79	40.39	16.05	16.32
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.96	26.71	14.47	0.15	10.46	10.87	0.20	17.83	0.37	0.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.95	0.39	0.05	0.57	0.99	0.21	0.99	0.49	0.52
d, Delay for Lane Group [s/veh]	28.04	62.84	39.78	25.44	63.35	49.25	28.99	58.23	16.42	16.74
Lane Group LOS	C	E	D	C	E	D	C	E	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.87	18.74	0.82	0.53	0.87	16.64	2.24	14.45	7.79	7.85
50th-Percentile Queue Length [ft/ln]	71.68	468.40	20.55	13.19	21.85	415.96	56.09	361.36	194.73	196.31
95th-Percentile Queue Length [veh/ln]	5.16	25.83	1.48	0.95	1.57	23.33	4.04	20.69	12.37	12.45
95th-Percentile Queue Length [ft/ln]	129.03	645.87	36.98	23.74	39.33	583.20	100.96	517.24	309.15	311.20

Movement, Approach, & Intersection Results

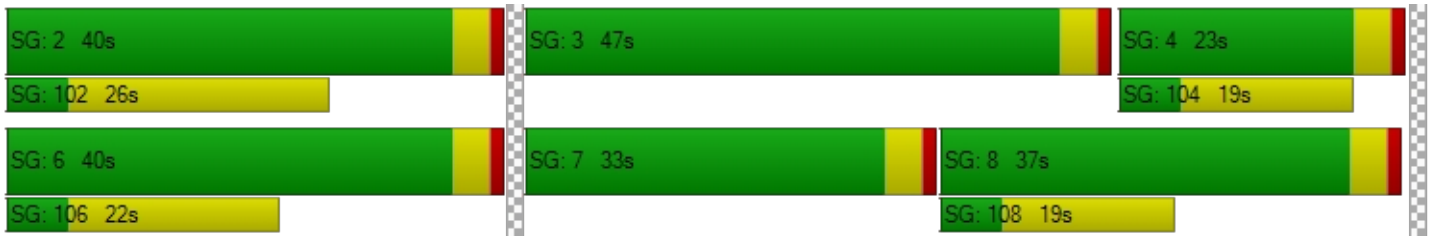
d_M, Delay for Movement [s/veh]	28.04	62.84	62.84	39.78	25.44	25.44	63.35	49.25	28.99	58.23	16.58	16.74
Movement LOS	C	E	E	D	C	C	E	D	C	E	B	B
d_A, Approach Delay [s/veh]	55.84			32.74			47.77			29.66		
Approach LOS	E			C			D			C		
d_I, Intersection Delay [s/veh]	41.58											
Intersection LOS	D											
Intersection V/C	0.871											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.457	2.175	3.052	2.969
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	655	655	600	345
d_b, Bicycle Delay [s]	24.89	24.89	26.95	37.64
l_b,int, Bicycle LOS Score for Intersection	2.716	1.654	2.608	2.762
Bicycle LOS	B	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: SR-79/Simpson Rd

Control Type:	Signalized	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

Intersection Setup

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	113	646	142	32	495	116	80	164	68	65	125	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	646	142	32	495	116	80	164	68	65	125	29
Peak Hour Factor	0.9060	0.9060	0.9060	0.8780	0.8780	0.8780	0.9450	0.9450	0.9450	0.8740	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	178	39	9	141	33	21	43	18	19	36	8
Total Analysis Volume [veh/h]	125	713	157	36	564	132	85	174	72	74	143	33
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	13	27	0	5	19	0	6	22	0	10	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	26	0	9	23	0	10	26	0	14	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	42	42	3	38	38	5	10	10	4	10	10
g / C, Green / Cycle	0.09	0.56	0.56	0.04	0.50	0.50	0.06	0.14	0.14	0.05	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.07	0.24	0.23	0.02	0.19	0.19	0.05	0.09	0.04	0.04	0.08	0.02
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	158	1059	1004	62	955	905	109	264	243	96	250	230
d1, Uniform Delay [s]	33.43	9.62	9.59	35.64	11.44	11.42	34.68	30.62	29.01	35.00	30.60	28.84
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.52	1.24	1.29	8.28	1.13	1.18	11.43	2.80	0.67	12.22	2.06	0.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.42	0.42	0.58	0.38	0.37	0.78	0.66	0.30	0.77	0.57	0.14
d, Delay for Lane Group [s/veh]	41.95	10.86	10.88	43.92	12.57	12.59	46.12	33.42	29.68	47.22	32.65	29.12
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.54	4.08	3.83	0.78	3.60	3.39	1.75	2.92	1.11	1.55	2.36	0.50
50th-Percentile Queue Length [ft/ln]	63.46	101.92	95.79	19.39	89.97	84.68	43.82	72.95	27.72	38.87	58.94	12.49
95th-Percentile Queue Length [veh/ln]	4.57	7.34	6.90	1.40	6.48	6.10	3.16	5.25	2.00	2.80	4.24	0.90
95th-Percentile Queue Length [ft/ln]	114.23	183.46	172.42	34.91	161.95	152.43	78.88	131.32	49.90	69.97	106.08	22.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.95	10.87	10.88	43.92	12.58	12.59	46.12	33.42	29.68	47.22	32.65	29.12
Movement LOS	D	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.77			14.12			35.87			36.50		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.95											
Intersection LOS	B											
Intersection V/C	0.394											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.05	29.05	29.05	29.05
l_p,int, Pedestrian LOS Score for Intersectio	2.625	2.597	2.420	2.493
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	587	507	587	693
d_b, Bicycle Delay [s]	18.74	20.92	18.74	16.02
l_b,int, Bicycle LOS Score for Intersection	2.380	2.164	2.106	1.972
Bicycle LOS	B	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 3: SR-79/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	110.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.127

Intersection Setup

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	96	677	1016	21	372	162	251	840	67	748	745	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	677	1016	21	372	162	251	840	67	748	745	24
Peak Hour Factor	0.9490	0.9490	0.9490	0.8520	0.8520	0.8520	0.8910	0.8910	0.8910	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	178	268	6	109	48	70	236	19	199	198	6
Total Analysis Volume [veh/h]	101	713	1071	25	437	190	282	943	75	795	792	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	87	122	0	5	40	0	71	48	0	49	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	51	0	9	44	0	25	30	0	25	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	49	49	3	44	44	13	26	26	21	34	34
g / C, Green / Cycle	0.07	0.43	0.43	0.02	0.38	0.38	0.11	0.23	0.23	0.18	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.06	0.19	0.61	0.01	0.12	0.11	0.09	0.25	0.04	0.25	0.14	0.01
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	126	1631	751	42	1449	667	345	856	394	575	1700	522
d1, Uniform Delay [s]	52.57	23.07	32.83	55.59	24.88	24.70	50.09	44.57	36.08	47.01	32.90	28.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.16	0.85	199.39	12.80	0.54	1.07	4.76	50.47	0.23	174.31	0.20	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.44	1.43	0.60	0.30	0.28	0.82	1.10	0.19	1.38	0.47	0.05
d, Delay for Lane Group [s/veh]	63.73	23.92	232.22	68.39	25.42	25.77	54.85	95.03	36.31	221.33	33.10	28.79
Lane Group LOS	E	C	F	E	C	C	D	F	D	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.09	6.24	59.72	0.83	3.89	3.46	3.94	17.18	1.61	21.54	5.53	0.48
50th-Percentile Queue Length [ft/ln]	77.22	155.94	1493.07	20.66	97.15	86.50	98.53	429.59	40.33	538.52	138.19	11.97
95th-Percentile Queue Length [veh/ln]	5.56	10.33	89.89	1.49	6.99	6.23	7.09	25.30	2.90	33.59	9.38	0.86
95th-Percentile Queue Length [ft/ln]	138.99	258.34	2247.32	37.19	174.87	155.70	177.35	632.38	72.60	839.71	234.59	21.55

Movement, Approach, & Intersection Results

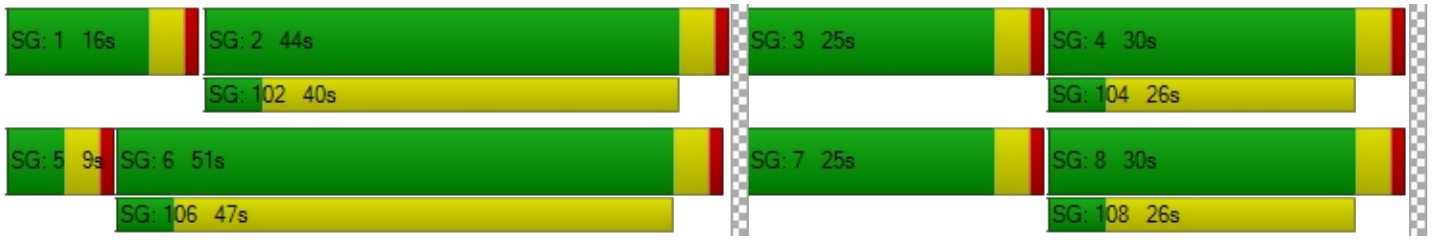
d_M, Delay for Movement [s/veh]	63.73	23.92	232.22	68.39	25.42	25.77	54.85	95.03	36.31	221.33	33.10	28.79
Movement LOS	E	C	F	E	C	C	D	F	D	F	C	C
d_A, Approach Delay [s/veh]	144.41			27.17			82.93			125.80		
Approach LOS	F			C			F			F		
d_I, Intersection Delay [s/veh]	110.21											
Intersection LOS	F											
Intersection V/C	1.127											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.86	48.86	48.86	48.86
l_p,int, Pedestrian LOS Score for Intersectio	3.590	3.055	3.368	3.720
Crosswalk LOS	D	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	696	452	452
d_b, Bicycle Delay [s]	20.11	24.46	34.45	34.45
l_b,int, Bicycle LOS Score for Intersection	3.115	2.098	2.632	2.447
Bicycle LOS	C	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/Simpson Rd

Control Type:	All-way stop	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Warren Rd					
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Warren Rd					
Base Volume Input [veh/h]	34	326	256	52	306	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	326	256	52	306	159
Peak Hour Factor	0.9300	0.9300	0.8400	0.8400	0.8240	0.8240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	88	76	15	93	48
Total Analysis Volume [veh/h]	37	351	305	62	371	193
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	478	570	570	521	562
Degree of Utilization, x	0.08	0.62	0.64	0.71	0.34

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.25	4.18	4.60	5.70	1.52
95th-Percentile Queue Length [ft]	6.27	104.38	115.01	142.50	37.97
Approach Delay [s/veh]	17.88		20.06	20.65	
Approach LOS	C		C	C	
Intersection Delay [s/veh]	19.67				
Intersection LOS	C				

Intersection Level Of Service Report
Intersection 5: Warren Rd/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	32.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	3	3	0	66	6	298	315	1595	9	5	1234	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	0	66	6	298	315	1595	9	5	1234	53
Peak Hour Factor	0.4580	0.4580	0.4580	0.7490	0.7490	0.7490	0.9660	0.9660	0.9660	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	0	22	2	99	82	413	2	1	328	14
Total Analysis Volume [veh/h]	7	7	0	88	8	398	326	1651	9	5	1313	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	26	18	0	20	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	56	0	0	56	0	23	20	0	19	16	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	19	53	53	1	35	35
g / C, Green / Cycle	0.31	0.31	0.20	0.56	0.56	0.01	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.01	0.28	0.19	0.43	0.01	0.00	0.35	0.03
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	594	581	351	2123	978	14	1392	641
d1, Uniform Delay [s]	23.00	31.80	37.30	16.34	9.29	46.85	29.12	19.69
k, delay calibration	0.11	0.11	0.21	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	3.59	18.15	2.88	0.02	14.30	13.87	0.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.85	0.93	0.78	0.01	0.35	0.94	0.09
d, Delay for Lane Group [s/veh]	23.02	35.38	55.45	19.22	9.31	61.15	42.99	19.96
Lane Group LOS	C	D	E	B	A	E	D	B
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.20	10.40	8.43	11.28	0.07	0.17	14.95	0.76
50th-Percentile Queue Length [ft/ln]	5.10	259.98	210.72	281.95	1.73	4.13	373.86	18.89
95th-Percentile Queue Length [veh/ln]	0.37	15.69	13.19	16.79	0.12	0.30	21.30	1.36
95th-Percentile Queue Length [ft/ln]	9.18	392.20	329.75	419.63	3.12	7.43	532.41	34.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.02	23.02	23.02	35.38	35.38	35.38	55.45	19.22	9.31	61.15	42.99	19.96
Movement LOS	C	C	C	D	D	D	E	B	A	E	D	B
d_A, Approach Delay [s/veh]	23.02			35.38			25.12			42.12		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	32.46											
Intersection LOS	C											
Intersection V/C	0.814											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	38.92	38.92	38.92	38.92
l_p,int, Pedestrian LOS Score for Intersectio	1.751	2.508	3.726	3.663
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1095	1095	337	253
d_b, Bicycle Delay [s]	9.72	9.72	32.84	36.25
l_b,int, Bicycle LOS Score for Intersection	1.583	2.375	3.198	2.693
Bicycle LOS	A	B	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 6: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	35.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

Intersection Setup

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	218	271	269	28	170	152	152	933	170	178	733	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	67	0	0	38	0	0	43	0	0	5
Total Hourly Volume [veh/h]	218	271	202	28	170	114	152	933	127	178	733	13
Peak Hour Factor	0.8770	0.8770	0.8770	0.8640	0.8640	0.8640	0.9720	0.9720	0.9720	0.8940	0.8940	0.8940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	77	58	8	49	33	39	240	33	50	205	4
Total Analysis Volume [veh/h]	249	309	230	32	197	132	156	960	131	199	820	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	18	40	0	6	28	0	13	32	0	16	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	42	0	10	32	0	21	36	0	17	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	23	23	3	10	10	11	50	50	13	51	51
g / C, Green / Cycle	0.15	0.22	0.22	0.03	0.10	0.10	0.11	0.47	0.47	0.12	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.14	0.08	0.13	0.02	0.05	0.08	0.09	0.29	0.30	0.11	0.22	0.23
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	267	847	390	51	378	174	187	896	849	217	929	880
d1, Uniform Delay [s]	43.98	34.52	36.51	50.43	44.91	46.05	45.99	20.73	20.86	45.47	17.61	17.86
k, delay calibration	0.30	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.24	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	28.97	0.26	1.42	11.99	1.11	6.57	9.29	3.23	3.54	25.69	1.58	1.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.36	0.59	0.63	0.52	0.76	0.83	0.62	0.63	0.92	0.45	0.47
d, Delay for Lane Group [s/veh]	72.95	34.78	37.93	62.41	46.02	52.62	55.28	23.96	24.40	71.17	19.19	19.68
Lane Group LOS	E	C	D	E	D	D	E	C	C	E	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.49	3.36	5.40	0.96	2.37	3.50	4.30	9.93	9.66	6.44	6.37	6.46
50th-Percentile Queue Length [ft/ln]	212.20	84.00	134.90	24.05	59.27	87.40	107.39	248.19	241.62	160.88	159.37	161.44
95th-Percentile Queue Length [veh/ln]	13.27	6.05	9.21	1.73	4.27	6.29	7.69	15.09	14.76	10.60	10.52	10.63
95th-Percentile Queue Length [ft/ln]	331.65	151.21	230.14	43.29	106.68	157.31	192.37	377.37	369.08	264.89	262.89	265.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	72.95	34.78	37.93	62.41	46.02	52.62	55.28	24.14	24.40	71.17	19.43	19.68
Movement LOS	E	C	D	E	D	D	E	C	C	E	B	B
d_A, Approach Delay [s/veh]	47.76			49.88			28.06			29.39		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	35.29											
Intersection LOS	D											
Intersection V/C	0.629											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.90	43.90	43.90	43.90
l_p,int, Pedestrian LOS Score for Intersectio	2.789	2.779	3.208	3.073
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	724	533	609	533
d_b, Bicycle Delay [s]	21.38	28.24	25.39	28.24
l_b,int, Bicycle LOS Score for Intersection	2.265	1.889	2.624	2.417
Bicycle LOS	B	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 7: Warren Rd/Stetson Ave

Control Type:	All-way stop	Delay (sec / veh):	80.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.267

Intersection Setup

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	322	63	218	314	36	47	107	7	84	79	223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	322	63	218	314	36	47	107	7	84	79	223
Peak Hour Factor	0.8840	0.8840	0.8840	0.9490	0.9490	0.9490	0.9170	0.9170	0.9170	0.8840	0.8840	0.8840
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	91	18	57	83	9	13	29	2	24	22	63
Total Analysis Volume [veh/h]	3	364	71	230	331	38	51	117	8	95	89	252
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	480	599	404	408	461
Degree of Utilization, x	0.91	1.27	0.44	0.23	0.74

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	10.45	24.83	2.15	0.89	6.09
95th-Percentile Queue Length [ft]	261.26	620.71	53.83	22.30	152.23
Approach Delay [s/veh]	49.64	159.88	18.61	26.34	
Approach LOS	E	F	C	D	
Intersection Delay [s/veh]	80.21				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 8: Warren Rd/Mustang Way

Control Type:	Signalized	Delay (sec / veh):	7.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.317

Intersection Setup

Name	Warren Rd		Warren Rd		Mustang Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	303	268	39	330	144	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	303	268	39	330	144	55
Peak Hour Factor	0.9290	0.9290	0.7770	0.7770	0.8810	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	72	13	106	41	16
Total Analysis Volume [veh/h]	326	288	50	425	163	62
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	6	0	0	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	10	0	0	10	5	0
Maximum Green [s]	25	0	0	25	27	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	23	0	0	23	37	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	44	44	44	44	8	8
g / C, Green / Cycle	0.74	0.74	0.74	0.74	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.16	0.17	0.03	0.22	0.09	0.04
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1398	1325	1220	1398	229	229
d1, Uniform Delay [s]	2.50	2.52	2.15	2.70	25.00	23.50
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.36	0.41	0.06	0.56	4.08	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.22	0.23	0.04	0.30	0.71	0.27
d, Delay for Lane Group [s/veh]	2.86	2.93	2.22	3.26	29.08	24.13
Lane Group LOS	A	A	A	A	C	C
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.27	0.28	0.04	0.41	2.31	0.77
50th-Percentile Queue Length [ft/ln]	6.78	7.07	0.99	10.33	57.71	19.32
95th-Percentile Queue Length [veh/ln]	0.49	0.51	0.07	0.74	4.16	1.39
95th-Percentile Queue Length [ft/ln]	12.21	12.73	1.79	18.60	103.88	34.78

Movement, Approach, & Intersection Results

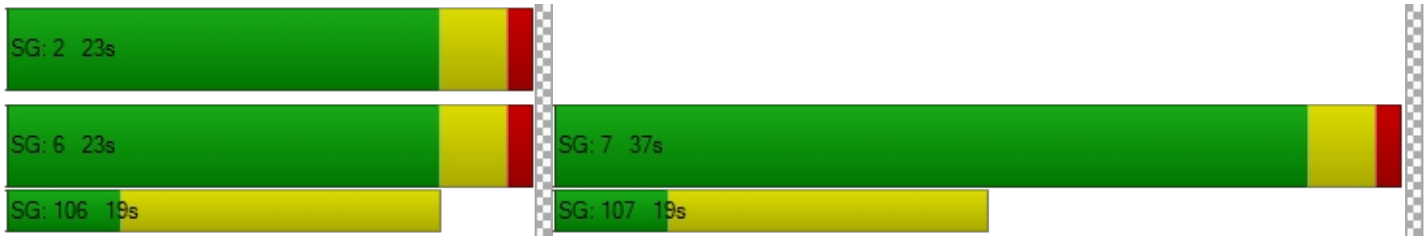
d_M, Delay for Movement [s/veh]	2.86	2.93	2.22	3.26	29.08	24.13
Movement LOS	A	A	A	A	C	C
d_A, Approach Delay [s/veh]	2.89		3.15		27.71	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	7.24					
Intersection LOS	A					
Intersection V/C	0.317					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	21.68	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	2.637	2.497	2.343
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	633	1100
d_b, Bicycle Delay [s]	14.01	14.01	6.08
l_b,int, Bicycle LOS Score for Intersection	2.066	2.343	1.560
Bicycle LOS	B	B	A

Sequence

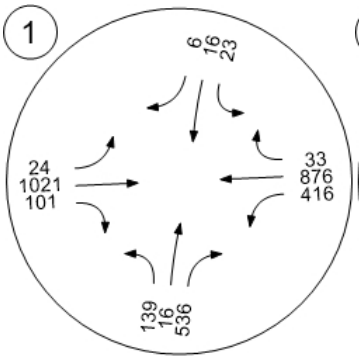
Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



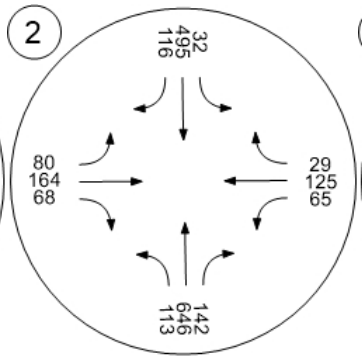
Traffic Volume - Future Total Volume



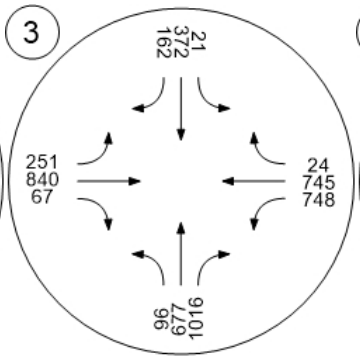
SR-79/SR-74



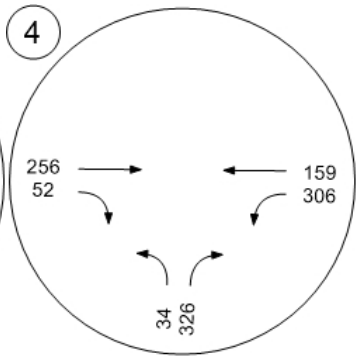
SR-79/Simpson Rd



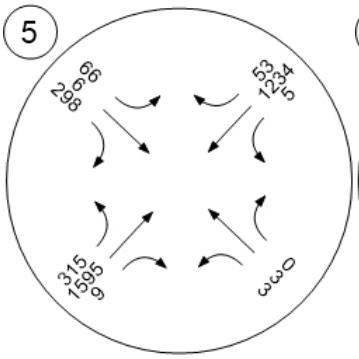
SR-79/Domenigoni Pkwy



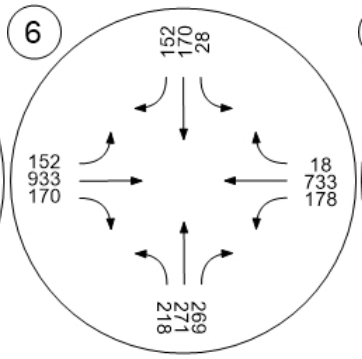
Warren Rd/Simpson Rd



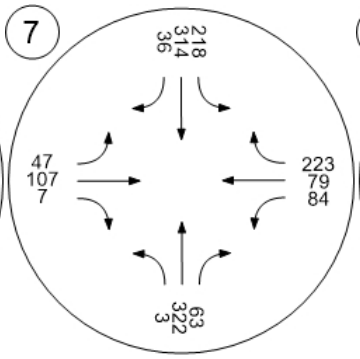
Warren Rd/Domenigoni Pkwy



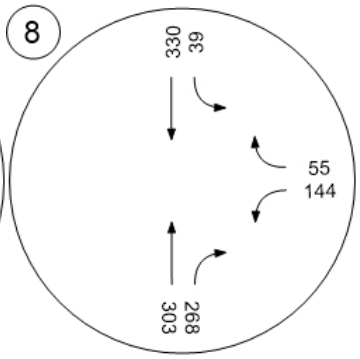
Warren Rd/SR-74



Warren Rd/Stetson Ave



Warren Rd/Mustang Way



Simpson Road

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Report File: C:\...\OY AM.pdf

Scenario 5 Opening Year Plus Project AM
11/1/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	EB Left	0.830	36.3	D
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	EB Left	0.559	27.0	C
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	1.025	93.4	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.789	20.5	C
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Thru	0.950	67.2	E
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	WB Left	0.660	37.7	D
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.376	105.1	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	SB Left	0.362	11.6	B
9	Project Dwy-1/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.027	12.3	B
10	Project Dwy-2/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.001	9.0	A
11	Project Dwy-3/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.025	9.1	A
12	Project Dwy-4/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.015	12.7	B
13	Project Dwy-5/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.005	9.1	A
14	Project Dwy-6/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.010	16.7	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	36.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79									SR-74		
Base Volume Input [veh/h]	118	16	354	22	18	6	14	891	141	523	945	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	0	0	0	0	16	16	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	16	354	22	18	6	14	907	157	523	952	36
Peak Hour Factor	0.9490	0.9490	0.9490	0.8060	0.8060	0.8060	0.8210	0.8210	0.8210	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	4	93	7	6	2	4	276	48	141	257	10
Total Analysis Volume [veh/h]	132	17	373	27	22	7	17	1105	191	565	1029	39
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	26	0	0	26	0	5	19	0	8	22	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	30	0	0	30	0	42	34	0	46	38	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	27	2	34	34	37	69	69
g / C, Green / Cycle	0.24	0.24	0.24	0.24	0.02	0.31	0.31	0.34	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.08	0.22	0.02	0.02	0.01	0.29	0.11	0.32	0.28	0.30
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	437	436	93	436	34	1172	540	596	1195	1132
d1, Uniform Delay [s]	34.16	40.32	32.08	32.10	53.37	37.10	29.54	35.34	10.54	10.75
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.35	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.77	23.44	7.73	0.29	10.50	4.66	0.39	20.58	0.26	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.89	0.29	0.07	0.49	0.94	0.35	0.95	0.45	0.47
d, Delay for Lane Group [s/veh]	35.93	63.76	39.81	32.39	63.88	41.76	29.93	55.92	10.81	11.05
Lane Group LOS	D	E	D	C	E	D	C	E	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.11	12.93	0.76	0.63	0.57	14.97	3.97	17.82	6.38	6.46
50th-Percentile Queue Length [ft/ln]	77.73	323.29	18.89	15.83	14.14	374.34	99.29	445.39	159.49	161.61
95th-Percentile Queue Length [veh/ln]	5.60	18.83	1.36	1.14	1.02	21.32	7.15	24.74	10.52	10.63
95th-Percentile Queue Length [ft/ln]	139.92	470.73	34.00	28.49	25.45	532.99	178.72	618.45	263.04	265.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.93	63.76	63.76	39.81	32.39	32.39	63.88	41.76	29.93	55.92	10.93	11.05
Movement LOS	D	E	E	D	C	C	E	D	C	E	B	B
d_A, Approach Delay [s/veh]	56.72			35.97			40.32			26.50		
Approach LOS	E			D			D			C		
d_I, Intersection Delay [s/veh]	36.28											
Intersection LOS	D											
Intersection V/C	0.830											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.459	2.174	3.055	2.961
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	473	545	618
d_b, Bicycle Delay [s]	32.07	32.07	29.09	26.25
l_b,int, Bicycle LOS Score for Intersection	2.421	1.652	2.643	2.907
Bicycle LOS	B	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: SR-79/Simpson Rd

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	53	355	56	9	701	202	140	179	90	142	215	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	31	16	0	0	0	5	0	12	1	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	355	87	25	701	202	140	184	90	154	216	37
Peak Hour Factor	0.9300	0.9300	0.9300	0.8720	0.8720	0.8720	0.7430	0.7430	0.7430	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	95	23	7	201	58	47	62	30	46	64	11
Total Analysis Volume [veh/h]	57	382	94	29	804	232	188	248	121	183	257	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	5	22	0	5	22	0	6	22	0	10	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	26	0	9	26	0	15	26	0	19	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	38	38	2	37	37	10	13	13	10	13	13
g / C, Green / Cycle	0.04	0.48	0.48	0.03	0.46	0.46	0.13	0.16	0.16	0.13	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.03	0.13	0.13	0.02	0.28	0.28	0.11	0.13	0.07	0.10	0.14	0.03
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	79	910	862	53	882	835	223	312	288	221	310	286
d1, Uniform Delay [s]	37.66	12.45	12.44	38.22	16.01	15.86	34.09	32.10	29.98	34.06	32.35	28.70
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.23	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.71	0.73	0.76	8.65	3.14	3.12	16.49	4.59	0.98	7.69	5.64	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.27	0.27	0.55	0.61	0.60	0.84	0.79	0.42	0.83	0.83	0.15
d, Delay for Lane Group [s/veh]	49.38	13.17	13.21	46.87	19.16	18.99	50.58	36.69	30.96	41.76	38.00	28.95
Lane Group LOS	D	B	B	D	B	B	D	D	C	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.34	2.62	2.49	0.68	7.54	6.93	4.30	4.61	2.00	3.66	4.89	0.69
50th-Percentile Queue Length [ft/ln]	33.42	65.51	62.20	16.92	188.53	173.17	107.56	115.28	49.96	91.56	122.13	17.19
95th-Percentile Queue Length [veh/ln]	2.41	4.72	4.48	1.22	12.04	11.24	7.70	8.13	3.60	6.59	8.51	1.24
95th-Percentile Queue Length [ft/ln]	60.15	117.91	111.96	30.46	301.12	281.08	192.60	203.32	89.93	164.81	212.75	30.95

Movement, Approach, & Intersection Results

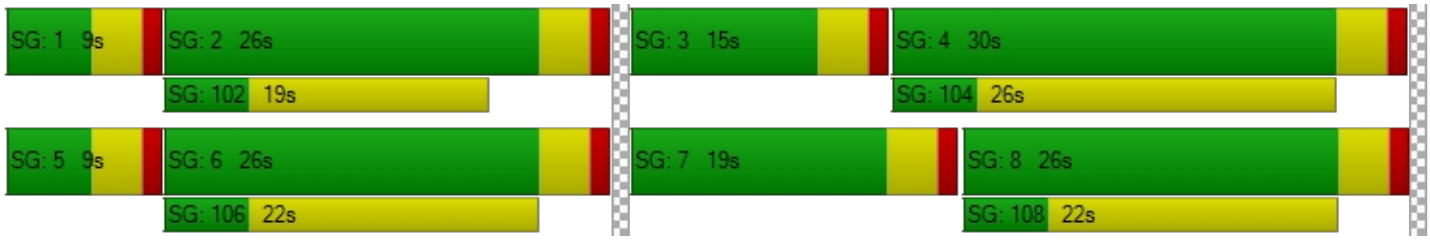
d_M, Delay for Movement [s/veh]	49.38	13.19	13.21	46.87	19.10	18.99	50.58	36.69	30.96	41.76	38.00	28.95
Movement LOS	D	B	B	D	B	B	D	D	C	D	D	C
d_A, Approach Delay [s/veh]	17.06			19.83			40.13			38.60		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	27.00											
Intersection LOS	C											
Intersection V/C	0.559											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.49	31.49	31.49	31.49
l_p,int, Pedestrian LOS Score for Intersectio	2.615	2.623	2.575	2.573
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	650
d_b, Bicycle Delay [s]	21.01	21.01	21.01	18.21
l_b,int, Bicycle LOS Score for Intersection	1.999	2.438	2.479	2.358
Bicycle LOS	A	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: SR-79/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	93.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.025

Intersection Setup

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	74	283	704	48	692	265	190	886	166	838	972	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	31	0	0	12	0	0	16	0	0	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	314	704	48	704	265	190	902	166	838	978	33
Peak Hour Factor	0.9310	0.9310	0.9310	0.9110	0.9110	0.9110	0.9380	0.9380	0.9380	0.8590	0.8590	0.8590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	84	189	13	193	73	51	240	44	244	285	10
Total Analysis Volume [veh/h]	79	337	756	53	773	291	203	962	177	976	1139	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	9	47	0	5	43	0	6	26	0	6	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	51	0	9	47	0	15	30	0	30	45	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	47	47	5	45	45	10	26	26	26	42	42
g / C, Green / Cycle	0.06	0.39	0.39	0.04	0.38	0.38	0.08	0.22	0.22	0.22	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.43	0.03	0.20	0.17	0.06	0.25	0.10	0.31	0.20	0.02
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	100	1493	688	68	1424	656	254	830	382	682	2020	620
d1, Uniform Delay [s]	55.88	24.26	36.42	57.18	29.45	28.13	54.22	46.89	40.77	47.01	31.25	25.56
k, delay calibration	0.11	0.50	0.50	0.12	0.50	0.50	0.11	0.14	0.11	0.24	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.07	0.35	64.67	19.62	1.49	2.17	5.78	75.56	0.87	198.21	0.25	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.23	1.10	0.78	0.54	0.44	0.80	1.16	0.46	1.43	0.56	0.06
d, Delay for Lane Group [s/veh]	68.95	24.61	101.09	76.80	30.94	30.31	60.00	122.45	41.64	245.22	31.49	25.60
Lane Group LOS	E	C	F	E	C	C	E	F	D	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.59	2.98	30.18	1.88	8.22	6.10	3.04	20.19	4.35	28.18	8.14	0.67
50th-Percentile Queue Length [ft/ln]	64.81	74.54	754.50	46.89	205.58	152.48	76.08	504.71	108.65	704.60	203.57	16.75
95th-Percentile Queue Length [veh/ln]	4.67	5.37	41.89	3.38	12.93	10.15	5.48	29.80	7.76	43.53	12.82	1.21
95th-Percentile Queue Length [ft/ln]	116.65	134.17	1047.21	84.40	323.16	253.73	136.94	744.96	194.12	1088.36	320.57	30.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.95	24.61	101.09	76.80	30.94	30.31	60.00	122.45	41.64	245.22	31.49	25.60
Movement LOS	E	C	F	E	C	C	E	F	D	F	C	C
d_A, Approach Delay [s/veh]	76.93			32.95			102.34			128.28		
Approach LOS	E			C			F			F		
d_I, Intersection Delay [s/veh]	93.45											
Intersection LOS	F											
Intersection V/C	1.025											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.559	3.065	3.494	3.786
Crosswalk LOS	D	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	717	433	683
d_b, Bicycle Delay [s]	22.20	24.70	36.82	26.00
l_b,int, Bicycle LOS Score for Intersection	2.527	2.481	2.667	2.744
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/Simpson Rd

Control Type:	All-way stop	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.789

Intersection Setup

Name	Warren Rd					
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Warren Rd					
Base Volume Input [veh/h]	76	310	166	79	333	191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	0	27	9	0	68
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	310	193	88	333	259
Peak Hour Factor	0.8620	0.8620	0.8290	0.8290	0.8360	0.8360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	90	58	27	100	77
Total Analysis Volume [veh/h]	117	360	233	106	398	310
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	470	558	501	533	504	543
Degree of Utilization, x	0.25	0.65	0.34	0.32	0.79	0.57

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.97	4.60	1.48	1.35	7.26	3.56
95th-Percentile Queue Length [ft]	24.33	115.09	37.06	33.87	181.55	88.90
Approach Delay [s/veh]	18.36		13.04		25.53	
Approach LOS	C		B		D	
Intersection Delay [s/veh]	20.51					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: Warren Rd/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	67.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.950

Intersection Setup

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	5	2	0	79	2	306	293	1338	0	0	1585	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	3	0	6	16	0	0	0	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	0	82	2	312	309	1338	0	0	1585	120
Peak Hour Factor	0.5830	0.5830	0.5830	0.8290	0.8290	0.8290	0.9460	0.9460	0.9460	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	25	1	94	82	354	0	0	466	35
Total Analysis Volume [veh/h]	9	3	0	99	2	376	327	1414	0	0	1865	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	44	0	0	44	0	26	39	0	37	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	35	35	22	73	73	0	51	51
g / C, Green / Cycle	0.29	0.29	0.18	0.61	0.61	0.00	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.01	0.27	0.19	0.37	0.00	0.00	0.49	0.08
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	558	542	319	2322	1069	0	1631	751
d1, Uniform Delay [s]	30.54	41.70	49.06	14.45	0.00	0.00	34.24	21.26
k, delay calibration	0.11	0.33	0.45	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.02	12.90	54.66	1.20	0.00	0.00	72.54	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.88	1.03	0.61	0.00	0.00	1.14	0.19
d, Delay for Lane Group [s/veh]	30.56	54.60	103.72	15.64	0.00	0.00	106.78	21.81
Lane Group LOS	C	D	F	B	A	A	F	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.24	14.84	13.70	9.94	0.00	0.00	37.24	2.35
50th-Percentile Queue Length [ft/ln]	6.00	371.08	342.57	248.55	0.00	0.00	930.99	58.76
95th-Percentile Queue Length [veh/ln]	0.43	21.16	20.05	15.11	0.00	0.00	52.00	4.23
95th-Percentile Queue Length [ft/ln]	10.81	529.04	501.13	377.83	0.00	0.00	1300.03	105.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.56	30.56	30.56	54.60	54.60	54.60	103.72	15.64	0.00	0.00	106.78	21.81
Movement LOS	C	C	C	D	D	D	F	B	A	A	F	C
d_A, Approach Delay [s/veh]	30.56			54.60			32.19			100.81		
Approach LOS	C			D			C			F		
d_I, Intersection Delay [s/veh]	67.20											
Intersection LOS	E											
Intersection V/C	0.950											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
l_p,int, Pedestrian LOS Score for Intersectio	1.743	2.577	3.826	3.812
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667	583	767
d_b, Bicycle Delay [s]	26.66	26.66	30.09	22.81
l_b,int, Bicycle LOS Score for Intersection	1.579	2.347	2.996	3.215
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 6: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	37.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	172	224	101	17	232	166	131	805	210	244	717	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	1	7	0	5	0	0	0	16	24	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	27	0	0	42	0	0	57	0	0	3
Total Hourly Volume [veh/h]	179	225	81	17	237	124	131	805	169	268	717	7
Peak Hour Factor	0.8940	0.8940	0.8940	0.8870	0.8870	0.8870	0.8610	0.8610	0.8610	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	63	23	5	67	35	38	234	49	70	187	2
Total Analysis Volume [veh/h]	200	252	91	19	267	140	152	935	196	279	748	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	6	28	0	6	28	0	12	32	0	8	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	19	41	0	10	32	0	27	36	0	23	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	23	23	2	11	11	11	49	49	19	57	57
g / C, Green / Cycle	0.13	0.21	0.21	0.02	0.10	0.10	0.10	0.45	0.45	0.17	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.11	0.07	0.05	0.01	0.07	0.08	0.09	0.31	0.31	0.16	0.20	0.21
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	227	810	373	35	394	181	182	854	809	300	982	931
d1, Uniform Delay [s]	46.99	36.43	35.88	53.35	47.50	48.01	48.31	23.98	23.97	44.89	16.00	16.21
k, delay calibration	0.30	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.37	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.89	0.22	0.34	12.27	2.06	6.83	9.56	4.35	4.57	30.17	1.14	1.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.31	0.24	0.54	0.68	0.77	0.83	0.68	0.68	0.93	0.38	0.40
d, Delay for Lane Group [s/veh]	70.87	36.65	36.22	65.63	49.56	54.84	57.87	28.33	28.54	75.06	17.15	17.52
Lane Group LOS	E	D	D	E	D	D	E	C	C	E	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.86	2.88	2.06	0.62	3.47	3.90	4.41	11.95	11.36	9.65	5.49	5.57
50th-Percentile Queue Length [ft/ln]	171.39	71.92	51.60	15.44	86.67	97.48	110.17	298.71	283.90	241.21	137.24	139.19
95th-Percentile Queue Length [veh/ln]	11.15	5.18	3.71	1.11	6.24	7.02	7.85	17.62	16.88	14.74	9.33	9.44
95th-Percentile Queue Length [ft/ln]	278.74	129.46	92.87	27.79	156.01	175.46	196.24	440.43	422.07	368.57	233.30	235.93

Movement, Approach, & Intersection Results

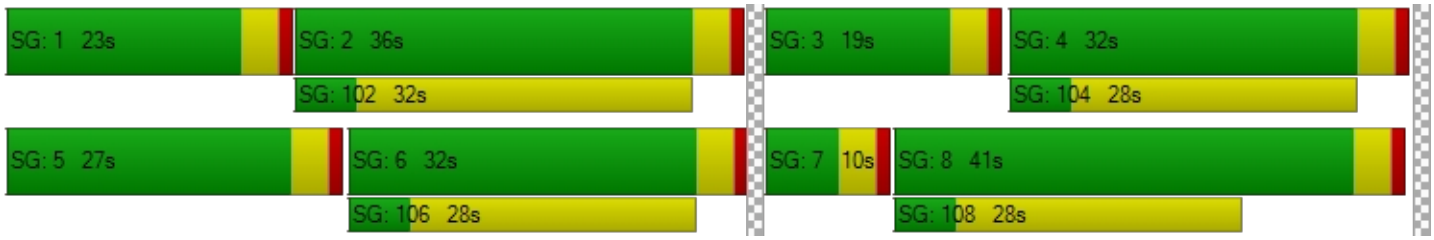
d_M, Delay for Movement [s/veh]	70.87	36.65	36.22	65.63	49.56	54.84	57.87	28.41	28.54	75.06	17.33	17.52
Movement LOS	E	D	D	E	D	D	E	C	C	E	B	B
d_A, Approach Delay [s/veh]	49.18			52.01			31.92			32.91		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	37.69											
Intersection LOS	D											
Intersection V/C	0.660											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.35	46.35	46.35	46.35
l_p,int, Pedestrian LOS Score for Intersectio	2.725	2.787	3.214	3.001
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	673	509	582	509
d_b, Bicycle Delay [s]	24.21	30.55	27.64	30.55
l_b,int, Bicycle LOS Score for Intersection	2.030	1.946	2.665	2.415
Bicycle LOS	B	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 7: Warren Rd/Stetson Ave

Control Type:	All-way stop	Delay (sec / veh):	105.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.376

Intersection Setup

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	334	92	189	271	32	41	63	2	67	73	236
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	4	0	45	0	0	0	0	15	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	349	96	189	316	32	41	63	2	82	73	236
Peak Hour Factor	0.8980	0.8980	0.8980	0.8160	0.8160	0.8160	0.7650	0.7650	0.7650	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	97	27	58	97	10	13	21	1	22	20	64
Total Analysis Volume [veh/h]	3	389	107	232	387	39	54	82	3	89	79	256
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	499	658	395	409	463
Degree of Utilization, x	1.00	1.38	0.35	0.22	0.72

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	13.70	30.54	1.55	0.82	5.77
95th-Percentile Queue Length [ft]	342.57	763.38	38.81	20.46	144.21
Approach Delay [s/veh]	67.41	203.63	16.97	25.26	
Approach LOS	F	F	C	D	
Intersection Delay [s/veh]	105.06				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 8: Warren Rd/Mustang Way

Control Type:	Signalized	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

Intersection Setup

Name	Warren Rd		Warren Rd		Mustang Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	190.00	100.00	105.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	500.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	307	150	39	285	211	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	1	0	60	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	326	151	39	345	216	72
Peak Hour Factor	0.8960	0.8960	0.8170	0.8170	0.8830	0.8830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	42	12	106	61	20
Total Analysis Volume [veh/h]	364	169	48	422	245	82
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	5
Maximum Green [s]	19	0	9	32	20	20
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	26	0	10	36	24	24
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	35	35	3	42	10	17
g / C, Green / Cycle	0.58	0.58	0.05	0.69	0.17	0.29
(v / s)_i Volume / Saturation Flow Rate	0.14	0.15	0.03	0.22	0.14	0.05
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1102	1044	83	1319	302	502
d1, Uniform Delay [s]	6.16	6.22	27.98	3.61	23.88	16.01
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	0.59	6.19	0.64	5.20	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.26	0.58	0.32	0.81	0.16
d, Delay for Lane Group [s/veh]	6.68	6.81	34.17	4.25	29.08	16.16
Lane Group LOS	A	A	C	A	C	B
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.08	1.10	0.73	0.82	3.48	0.78
50th-Percentile Queue Length [ft/ln]	26.92	27.43	18.21	20.39	87.02	19.45
95th-Percentile Queue Length [veh/ln]	1.94	1.97	1.31	1.47	6.27	1.40
95th-Percentile Queue Length [ft/ln]	48.46	49.37	32.79	36.70	156.64	35.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.71	6.81	34.17	4.25	29.08	16.16
Movement LOS	A	A	C	A	C	B
d_A, Approach Delay [s/veh]	6.74		7.31		25.84	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	11.64					
Intersection LOS	B					
Intersection V/C	0.362					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.521	2.266
Crosswalk LOS	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	1067	667
d_b, Bicycle Delay [s]	12.03	6.53	13.33
l_b,int, Bicycle LOS Score for Intersection	1.999	2.335	1.560
Bicycle LOS	A	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Project Dwy-1/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name			Simpson Rd		Simpson Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Simpson Rd		Simpson Rd	
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	5	14	39	21	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	5	259	39	21	274
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	68	10	6	72
Total Analysis Volume [veh/h]	14	5	273	41	22	288
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.28	9.37	0.00	0.00	7.91	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	2.57	2.57	0.00	0.00	1.33	0.00
d_A, Approach Delay [s/veh]	11.51		0.00		0.56	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Project Dwy-2/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name			Simpson Rd			
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Simpson Rd			
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	19	0	49	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	264	0	49	295
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	69	0	13	78
Total Analysis Volume [veh/h]	0	1	278	0	52	311
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	12.84	9.05	0.00	0.00	7.89	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.13	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	3.13	0.00
d_A, Approach Delay [s/veh]	9.05		0.00		1.13	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 11: Project Dwy-3/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	20	0	0	77
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	21	265	0	0	344
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	70	0	0	91
Total Analysis Volume [veh/h]	0	22	279	0	0	362
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.15	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.90	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.15		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project Dwy-4/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	6	27	14	24	70
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	6	272	14	24	337
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	72	4	6	89
Total Analysis Volume [veh/h]	7	6	286	15	25	355
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.70	9.28	0.00	0.00	7.92	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.06	0.00
95th-Percentile Queue Length [ft/ln]	1.66	1.66	0.00	0.00	1.52	0.00
d_A, Approach Delay [s/veh]	11.12		0.00		0.52	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Dwy-5/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	32	0	0	93
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	277	0	0	360
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	73	0	0	95
Total Analysis Volume [veh/h]	0	4	292	0	0	379
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.13	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.34	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.13		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project Dwy-6/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name					Warren Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	300.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Warren Rd	
Base Volume Input [veh/h]	0	0	476	0	0	524
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	20	7	0	65
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	496	7	0	589
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	131	2	0	155
Total Analysis Volume [veh/h]	3	0	522	7	0	620
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

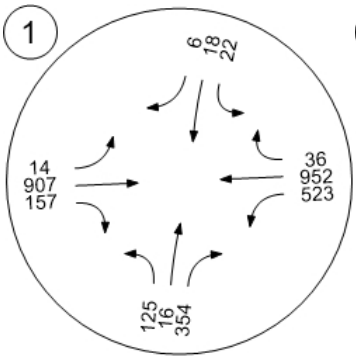
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	16.73	9.98	0.00	0.00	8.43	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.73	0.73	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.73		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	C					

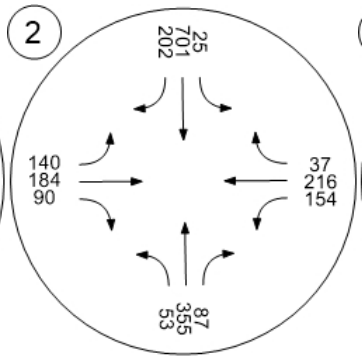
Traffic Volume - Future Total Volume



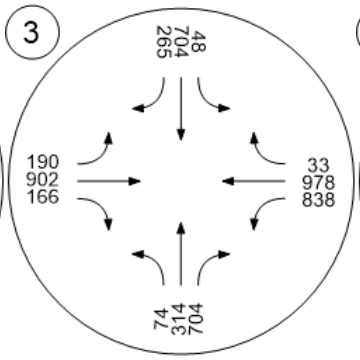
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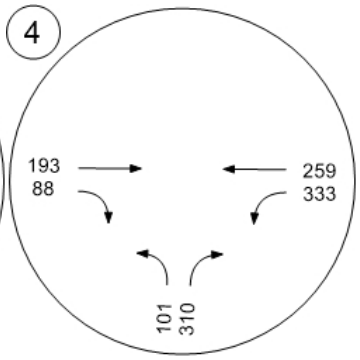
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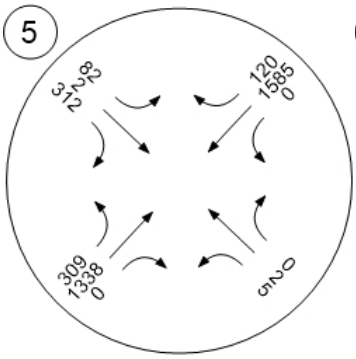
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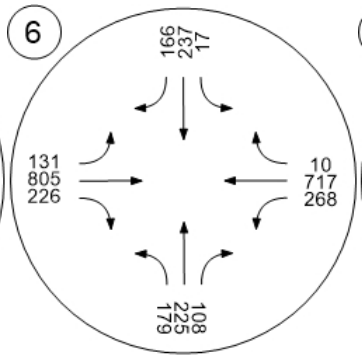
Warren Rd/Simpson Rd



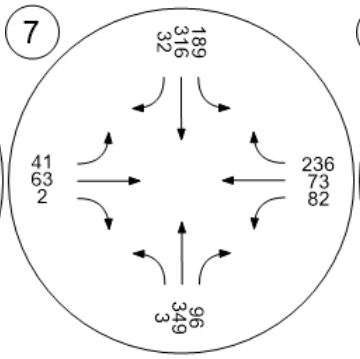
Warren Rd/Domenigoni Pkwy



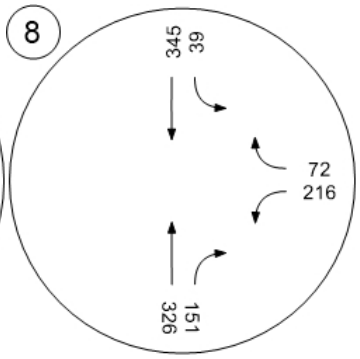
Warren Rd/SR-74



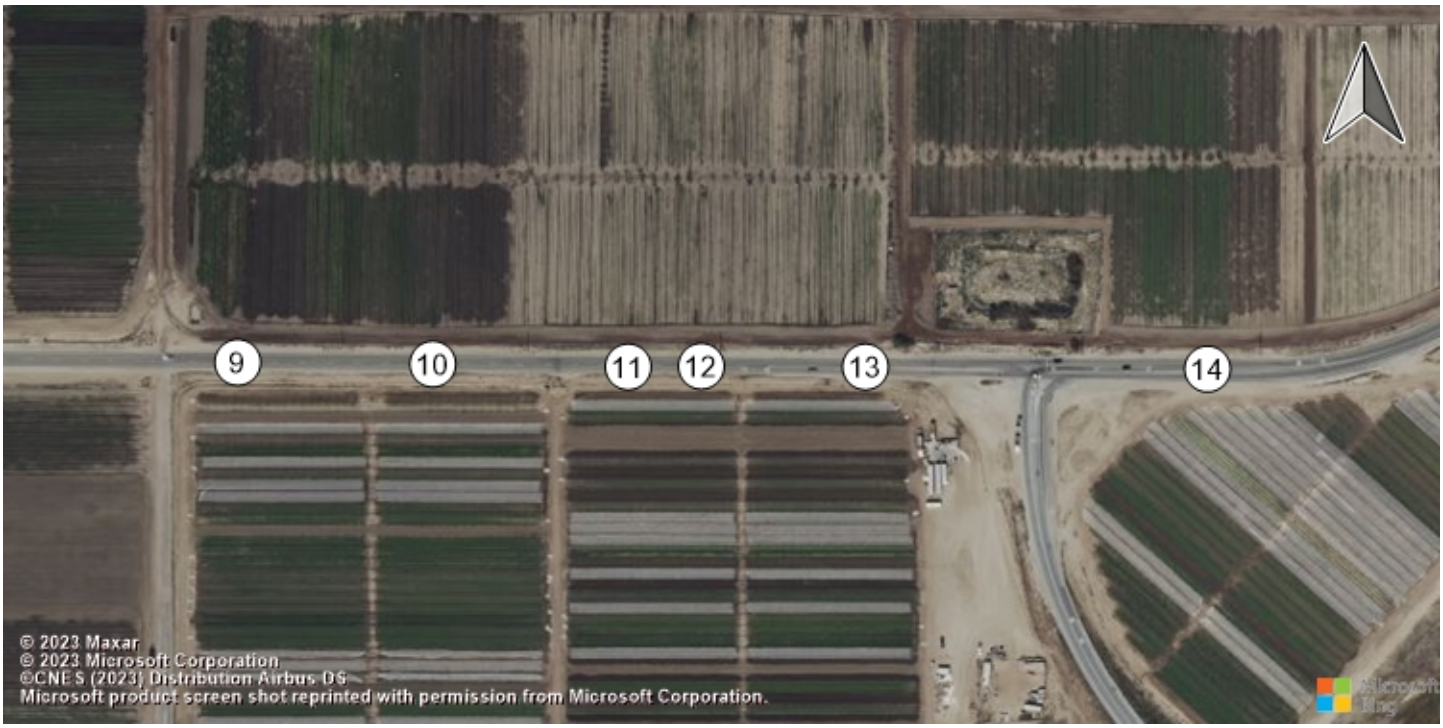
Warren Rd/Stetson Ave



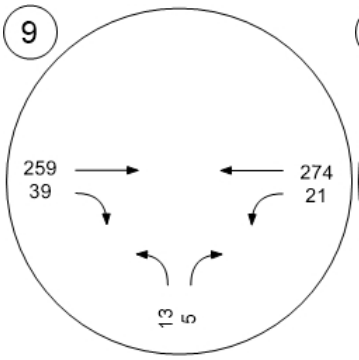
Warren Rd/Mustang Way



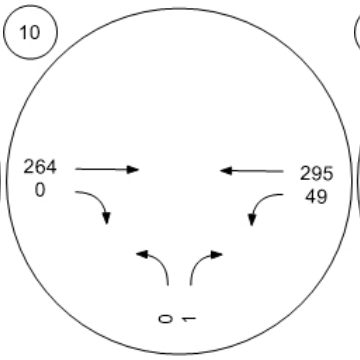
Traffic Volume - Future Total Volume



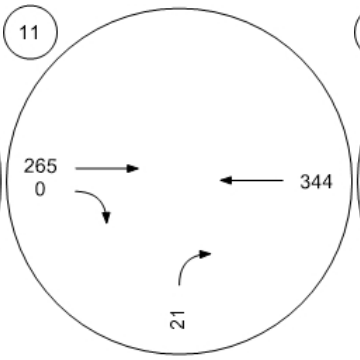
Project Dwy-1/Simpson Rd



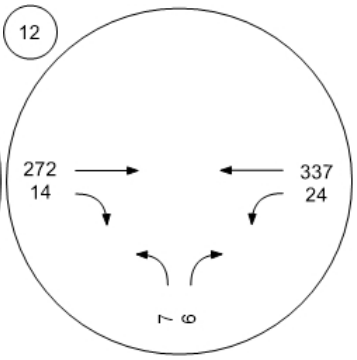
Project Dwy-2/Simpson Rd



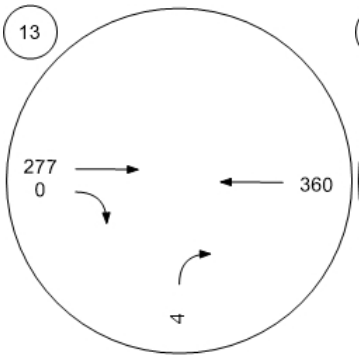
Project Dwy-3/Simpson Rd



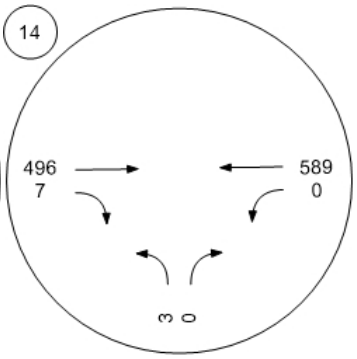
Project Dwy-4/Simpson Rd



Project Dwy-5/Simpson Rd



Project Dwy-6/Simpson Rd



Simpson Road

Vistro File: C:\...\Simpson_Abby-LAPTOP-A71N00DA.vistro
Report File: C:\...\OY PM.pdf

Scenario 6 Opening Year Plus Project PM
11/1/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	WB Left	0.908	50.8	D
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	EB Left	0.442	21.7	C
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	NB Right	1.174	122.2	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.788	21.4	C
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	0.873	44.8	D
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	WB Left	0.674	38.9	D
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.409	121.2	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	SB Left	0.353	9.6	A
9	Project Dwy-1/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.092	12.9	B
10	Project Dwy-2/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.006	9.3	A
11	Project Dwy-3/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.097	9.7	A
12	Project Dwy-4/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.035	13.6	B
13	Project Dwy-5/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.031	9.7	A
14	Project Dwy-6/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.029	20.1	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	50.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.908

Intersection Setup

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79									SR-74		
Base Volume Input [veh/h]	145	17	557	24	17	6	25	1062	105	433	911	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	0	0	0	0	0	9	9	0	17	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	17	557	24	17	6	25	1071	114	433	928	34
Peak Hour Factor	0.9860	0.9860	0.9860	0.7860	0.7860	0.7860	0.9020	0.9020	0.9020	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	4	141	8	5	2	7	297	32	119	255	9
Total Analysis Volume [veh/h]	164	17	565	31	22	8	28	1187	126	476	1021	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	26	0	0	26	0	6	19	0	8	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	41	0	0	41	0	33	39	0	35	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	37	3	35	35	31	63	63
g / C, Green / Cycle	0.32	0.32	0.32	0.32	0.03	0.30	0.30	0.27	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.09	0.32	0.02	0.02	0.02	0.31	0.07	0.27	0.28	0.29
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	575	579	63	579	47	1157	533	472	1040	985
d1, Uniform Delay [s]	29.19	39.00	26.93	26.90	55.37	40.00	29.99	42.00	16.35	16.66
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.46	0.11	0.12
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.24	38.62	25.30	0.17	11.85	19.73	0.23	41.97	0.39	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	1.00	0.49	0.05	0.60	1.03	0.24	1.01	0.51	0.53
d, Delay for Lane Group [s/veh]	30.43	77.62	52.23	27.07	67.22	59.73	30.21	83.97	16.74	17.17
Lane Group LOS	C	F	D	C	E	F	C	F	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.60	22.25	1.03	0.60	0.96	19.24	2.66	18.71	8.64	8.75
50th-Percentile Queue Length [ft/ln]	89.94	556.26	25.83	15.01	23.91	481.10	66.48	467.66	215.94	218.81
95th-Percentile Queue Length [veh/ln]	6.48	30.09	1.86	1.08	1.72	26.89	4.79	25.95	13.46	13.60
95th-Percentile Queue Length [ft/ln]	161.89	752.21	46.49	27.01	43.03	672.23	119.66	648.66	336.43	340.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.43	77.62	77.62	52.23	27.07	27.07	67.22	59.73	30.21	83.97	16.95	17.17
Movement LOS	C	E	E	D	C	C	E	F	C	F	B	B
d_A, Approach Delay [s/veh]	67.25			39.86			57.11			37.75		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	50.81											
Intersection LOS	D											
Intersection V/C	0.908											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.85	48.85	48.85	48.85
l_p,int, Pedestrian LOS Score for Intersectio	2.478	2.179	3.111	3.004
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	643	643	609	643
d_b, Bicycle Delay [s]	26.45	26.45	27.83	26.45
l_b,int, Bicycle LOS Score for Intersection	2.791	1.660	2.666	2.825
Bicycle LOS	C	A	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: SR-79/Simpson Rd

Control Type:	Signalized	Delay (sec / veh):	21.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

Intersection Setup

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	118	672	148	33	515	121	83	171	71	68	130	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	15	9	0	0	0	3	0	34	7	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	672	163	42	515	121	83	174	71	102	137	47
Peak Hour Factor	0.9060	0.9060	0.9060	0.8780	0.8780	0.8780	0.9450	0.9450	0.9450	0.8740	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	185	45	12	147	34	22	46	19	29	39	13
Total Analysis Volume [veh/h]	130	742	180	48	587	138	88	184	75	117	157	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	8	22	0	5	19	0	6	24	0	8	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	26	0	9	23	0	10	29	0	11	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	40	40	3	36	36	5	10	10	6	12	12
g / C, Green / Cycle	0.09	0.53	0.53	0.04	0.48	0.48	0.06	0.13	0.13	0.08	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.07	0.25	0.25	0.03	0.20	0.19	0.05	0.10	0.04	0.07	0.08	0.03
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	163	999	946	74	903	855	112	255	235	148	293	270
d1, Uniform Delay [s]	33.32	11.26	11.20	35.36	12.87	12.83	34.58	31.13	29.37	33.69	29.23	27.67
k, delay calibration	0.15	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.83	1.63	1.68	9.13	1.40	1.46	11.25	3.84	0.78	9.26	1.52	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.48	0.47	0.65	0.41	0.41	0.78	0.72	0.32	0.79	0.54	0.20
d, Delay for Lane Group [s/veh]	45.15	12.89	12.88	44.50	14.27	14.29	45.83	34.96	30.14	42.95	30.75	28.03
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.78	4.89	4.57	1.03	4.10	3.85	1.81	3.18	1.17	2.30	2.49	0.80
50th-Percentile Queue Length [ft/ln]	69.59	122.35	114.20	25.76	102.39	96.18	45.15	79.42	29.20	57.40	62.30	19.95
95th-Percentile Queue Length [veh/ln]	5.01	8.52	8.07	1.85	7.37	6.92	3.25	5.72	2.10	4.13	4.49	1.44
95th-Percentile Queue Length [ft/ln]	125.27	213.05	201.83	46.37	184.30	173.12	81.27	142.96	52.56	103.32	112.15	35.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.15	12.89	12.88	44.50	14.28	14.29	45.83	34.96	30.14	42.95	30.75	28.03
Movement LOS	D	B	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	16.87			16.16			36.68			34.65		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	21.73											
Intersection LOS	C											
Intersection V/C	0.442											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	29.04	29.04	29.04
l_p,int, Pedestrian LOS Score for Intersectio	2.649	2.615	2.437	2.533
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	587	507	667	693
d_b, Bicycle Delay [s]	18.73	20.91	16.67	16.01
l_b,int, Bicycle LOS Score for Intersection	2.428	2.197	2.132	2.101
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: SR-79/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	122.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.174

Intersection Setup

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	99	704	1056	22	386	168	261	873	69	778	774	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	34	0	0	8	0	0	19	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	719	1056	22	420	168	261	881	69	778	793	25
Peak Hour Factor	0.9490	0.9490	0.9490	0.8520	0.8520	0.8520	0.8910	0.8910	0.8910	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	189	278	6	123	49	73	247	19	207	211	7
Total Analysis Volume [veh/h]	104	758	1113	26	493	197	293	989	77	827	843	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	12	47	0	5	40	0	6	26	0	6	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	51	0	9	44	0	25	30	0	25	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	49	49	3	43	43	13	26	26	21	34	34
g / C, Green / Cycle	0.07	0.43	0.43	0.02	0.38	0.38	0.11	0.23	0.23	0.18	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.06	0.20	0.64	0.01	0.13	0.11	0.09	0.26	0.04	0.26	0.15	0.02
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	129	1619	745	43	1432	660	355	866	399	575	1696	521
d1, Uniform Delay [s]	52.47	23.67	33.01	55.54	25.65	25.15	49.90	44.39	35.84	47.01	33.29	28.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.13	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.24	0.98	229.01	12.97	0.66	1.16	4.84	67.89	0.23	202.39	0.23	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.47	1.49	0.61	0.34	0.30	0.82	1.14	0.19	1.44	0.50	0.05
d, Delay for Lane Group [s/veh]	63.71	24.64	262.01	68.50	26.31	26.31	54.74	112.28	36.08	249.40	33.52	28.85
Lane Group LOS	E	C	F	E	C	C	D	F	D	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.18	6.77	65.38	0.86	4.49	3.63	4.09	19.51	1.65	23.75	5.97	0.50
50th-Percentile Queue Length [ft/ln]	79.48	169.25	1634.58	21.47	112.34	90.79	102.33	487.76	41.34	593.77	149.16	12.48
95th-Percentile Queue Length [veh/ln]	5.72	11.04	99.56	1.55	7.97	6.54	7.37	28.75	2.98	37.10	9.97	0.90
95th-Percentile Queue Length [ft/ln]	143.06	275.93	2488.93	38.65	199.26	163.42	184.19	718.67	74.41	927.41	249.31	22.46

Movement, Approach, & Intersection Results

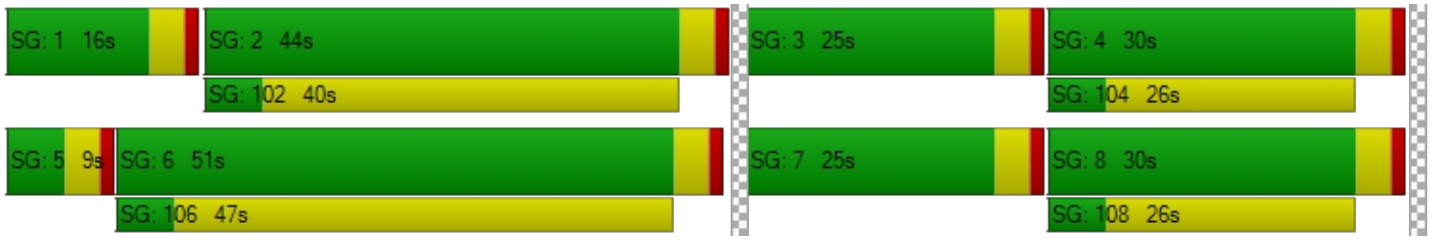
d_M, Delay for Movement [s/veh]	63.71	24.64	262.01	68.50	26.31	26.31	54.74	112.28	36.08	249.40	33.52	28.85
Movement LOS	E	C	F	E	C	C	D	F	D	F	C	C
d_A, Approach Delay [s/veh]	160.47			27.84			95.56			138.65		
Approach LOS	F			C			F			F		
d_I, Intersection Delay [s/veh]	122.15											
Intersection LOS	F											
Intersection V/C	1.174											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.85	48.85	48.85	48.85
l_p,int, Pedestrian LOS Score for Intersectio	3.653	3.098	3.400	3.760
Crosswalk LOS	D	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	696	452	452
d_b, Bicycle Delay [s]	20.10	24.45	34.44	34.44
l_b,int, Bicycle LOS Score for Intersection	3.189	2.150	2.681	2.493
Bicycle LOS	C	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/Simpson Rd

Control Type:	All-way stop	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

Intersection Setup

Name	Warren Rd					
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Warren Rd					
Base Volume Input [veh/h]	35	339	266	54	318	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	84	31	0	41
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	339	350	85	318	206
Peak Hour Factor	0.9300	0.9300	0.8400	0.8400	0.8240	0.8240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	91	104	25	96	63
Total Analysis Volume [veh/h]	52	365	417	101	386	250
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	455	537	510	532	490	527
Degree of Utilization, x	0.11	0.68	0.51	0.49	0.79	0.47

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.38	5.15	2.83	2.64	7.18	2.53
95th-Percentile Queue Length [ft]	9.62	128.78	70.81	66.09	179.38	63.17
Approach Delay [s/veh]	21.16		16.26		25.65	
Approach LOS	C		C		D	
Intersection Delay [s/veh]	21.36					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 5: Warren Rd/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	44.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

Intersection Setup

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	3	3	0	68	6	309	327	1658	9	5	1283	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	0	19	8	0	0	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	0	80	6	328	335	1658	9	5	1283	60
Peak Hour Factor	0.4580	0.4580	0.4580	0.7490	0.7490	0.7490	0.9660	0.9660	0.9660	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	0	27	2	109	87	429	2	1	341	16
Total Analysis Volume [veh/h]	7	7	0	107	8	438	347	1716	9	5	1365	64
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	44	0	0	44	0	29	59	0	17	47	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	39	39	25	68	68	1	44	44
g / C, Green / Cycle	0.33	0.33	0.21	0.57	0.57	0.01	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.01	0.32	0.20	0.45	0.01	0.00	0.36	0.04
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	619	610	362	2149	989	11	1387	639
d1, Uniform Delay [s]	27.29	39.58	47.07	20.66	11.39	59.39	37.76	25.11
k, delay calibration	0.11	0.42	0.41	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	17.19	33.46	3.21	0.02	25.38	20.71	0.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.91	0.96	0.80	0.01	0.45	0.98	0.10
d, Delay for Lane Group [s/veh]	27.31	56.77	80.53	23.87	11.41	84.77	58.47	25.43
Lane Group LOS	C	E	F	C	B	F	E	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.26	17.76	12.86	16.62	0.10	0.22	21.79	1.17
50th-Percentile Queue Length [ft/ln]	6.54	444.09	321.45	415.45	2.38	5.57	544.83	29.15
95th-Percentile Queue Length [veh/ln]	0.47	24.68	18.74	23.30	0.17	0.40	29.45	2.10
95th-Percentile Queue Length [ft/ln]	11.78	616.90	468.47	582.59	4.28	10.02	736.23	52.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.31	27.31	27.31	56.77	56.77	56.77	80.53	23.87	11.41	84.77	58.47	25.43
Movement LOS	C	C	C	E	E	E	F	C	B	F	E	C
d_A, Approach Delay [s/veh]	27.31			56.77			33.30			57.09		
Approach LOS	C			E			C			E		
d_I, Intersection Delay [s/veh]	44.84											
Intersection LOS	D											
Intersection V/C	0.873											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
l_p,int, Pedestrian LOS Score for Intersectio	1.762	2.598	3.791	3.744
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667	917	717
d_b, Bicycle Delay [s]	26.66	26.66	17.60	24.70
l_b,int, Bicycle LOS Score for Intersection	1.583	2.472	3.269	2.743
Bicycle LOS	A	B	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 6: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	38.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	227	281	280	29	176	158	158	970	176	185	762	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	7	30	0	3	0	0	0	9	13	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	78	0	0	40	0	0	46	0	0	5
Total Hourly Volume [veh/h]	244	288	232	29	179	118	158	970	139	198	762	13
Peak Hour Factor	0.8770	0.8770	0.8770	0.8640	0.8640	0.8640	0.9720	0.9720	0.9720	0.8940	0.8940	0.8940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	82	66	8	52	34	41	249	36	55	213	4
Total Analysis Volume [veh/h]	278	328	265	34	207	137	163	998	143	221	852	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	7	30	0	5	28	0	11	32	0	7	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	23	45	0	10	32	0	23	36	0	19	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	27	27	3	11	11	12	49	49	15	52	52
g / C, Green / Cycle	0.17	0.24	0.24	0.03	0.10	0.10	0.11	0.45	0.45	0.14	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.16	0.09	0.15	0.02	0.05	0.08	0.09	0.31	0.31	0.13	0.23	0.24
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	301	924	426	51	383	176	193	847	802	238	896	849
d1, Uniform Delay [s]	44.83	34.47	37.11	52.83	47.02	48.24	48.00	24.34	24.50	46.96	19.89	20.19
k, delay calibration	0.37	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.36	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	29.08	0.23	1.50	13.59	1.19	7.19	9.67	4.51	4.98	33.85	1.88	2.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.35	0.62	0.66	0.54	0.78	0.85	0.69	0.70	0.93	0.49	0.51
d, Delay for Lane Group [s/veh]	73.91	34.70	38.61	66.41	48.22	55.43	57.67	28.85	29.48	80.81	21.77	22.37
Lane Group LOS	E	C	D	E	D	E	E	C	C	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.83	3.66	6.49	1.08	2.63	3.84	4.72	12.09	11.78	7.96	7.44	7.54
50th-Percentile Queue Length [ft/ln]	245.83	91.49	162.31	27.07	65.76	95.95	118.05	302.20	294.60	198.89	185.90	188.57
95th-Percentile Queue Length [veh/ln]	14.98	6.59	10.67	1.95	4.73	6.91	8.29	17.79	17.41	12.58	11.91	12.05
95th-Percentile Queue Length [ft/ln]	374.40	164.69	266.78	48.72	118.37	172.70	207.14	444.75	435.34	314.53	297.71	301.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.91	34.70	38.61	66.41	48.22	55.43	57.67	29.11	29.48	80.81	22.06	22.37
Movement LOS	E	C	D	E	D	E	E	C	C	F	C	C
d_A, Approach Delay [s/veh]	48.40			52.47			32.72			34.00		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	38.90											
Intersection LOS	D											
Intersection V/C	0.674											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.36	46.36	46.36	46.36
l_p,int, Pedestrian LOS Score for Intersectio	2.829	2.798	3.249	3.120
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	746	509	582	509
d_b, Bicycle Delay [s]	21.63	30.55	27.65	30.55
l_b,int, Bicycle LOS Score for Intersection	2.343	1.904	2.673	2.461
Bicycle LOS	B	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 7: Warren Rd/Stetson Ave

Control Type:	All-way stop	Delay (sec / veh):	121.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.409

Intersection Setup

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	334	66	226	327	37	48	111	7	87	82	231
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	54	19	0	25	0	0	0	0	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	388	85	226	352	37	48	111	7	93	82	231
Peak Hour Factor	0.8840	0.8840	0.8840	0.9490	0.9490	0.9490	0.9170	0.9170	0.9170	0.8840	0.8840	0.8840
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	110	24	60	93	10	13	30	2	26	23	65
Total Analysis Volume [veh/h]	3	439	96	238	371	39	52	121	8	105	93	261
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	538	648	389	398	449
Degree of Utilization, x	1.15	1.41	0.46	0.26	0.79

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	19.20	31.28	2.38	1.05	7.06
95th-Percentile Queue Length [ft]	480.06	782.07	59.58	26.14	176.42
Approach Delay [s/veh]	115.43	218.77	19.99	30.29	
Approach LOS	F	F	C	D	
Intersection Delay [s/veh]	121.24				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 8: Warren Rd/Mustang Way

Control Type:	Signalized	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name	Warren Rd		Warren Rd		Mustang Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	190.00	100.00	105.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	500.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	315	279	41	343	150	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	73	7	0	31	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	388	286	41	374	153	57
Peak Hour Factor	0.9290	0.9290	0.7770	0.7770	0.8810	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	77	13	120	43	16
Total Analysis Volume [veh/h]	418	308	53	481	174	65
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	5
Maximum Green [s]	19	0	10	33	19	19
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	23	0	10	33	27	27
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
l1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
l2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	37	37	3	44	8	15
g / C, Green / Cycle	0.62	0.62	0.05	0.74	0.13	0.24
(v / s)_i Volume / Saturation Flow Rate	0.19	0.20	0.03	0.25	0.10	0.04
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1182	1120	87	1403	224	428
d1, Uniform Delay [s]	5.29	5.37	27.93	2.74	25.33	17.78
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.67	0.77	6.67	0.67	5.70	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.32	0.61	0.34	0.78	0.15
d, Delay for Lane Group [s/veh]	5.97	6.13	34.60	3.41	31.03	17.95
Lane Group LOS	A	A	C	A	C	B
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.24	1.27	0.81	0.47	2.56	0.66
50th-Percentile Queue Length [ft/ln]	30.92	31.71	20.19	11.81	64.08	16.51
95th-Percentile Queue Length [veh/ln]	2.23	2.28	1.45	0.85	4.61	1.19
95th-Percentile Queue Length [ft/ln]	55.65	57.07	36.35	21.26	115.34	29.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.99	6.13	34.60	3.41	31.03	17.95
Movement LOS	A	A	C	A	C	B
d_A, Approach Delay [s/veh]	6.05		6.51		27.47	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	9.63					
Intersection LOS	A					
Intersection V/C	0.353					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.566	2.282
Crosswalk LOS	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	967	767
d_b, Bicycle Delay [s]	14.01	8.01	11.41
l_b,int, Bicycle LOS Score for Intersection	2.159	2.441	1.560
Bicycle LOS	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Project Dwy-1/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.092

Intersection Setup

Name			Simpson Rd		Simpson Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Simpson Rd		Simpson Rd	
Base Volume Input [veh/h]	0	0	320	0	0	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	44	3	8	19	14	14
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	3	328	19	14	214
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	1	86	5	4	56
Total Analysis Volume [veh/h]	46	3	345	20	15	225
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.93	10.05	0.00	0.00	8.03	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.31	0.31	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	7.87	7.87	0.00	0.00	0.95	0.00
d_A, Approach Delay [s/veh]	12.75		0.00		0.50	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Project Dwy-2/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name			Simpson Rd			
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Simpson Rd			
Base Volume Input [veh/h]	0	0	320	0	0	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	11	0	25	28
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	331	0	25	228
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	87	0	7	60
Total Analysis Volume [veh/h]	0	5	348	0	26	240
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.52	9.28	0.00	0.00	8.01	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	0.45	0.45	0.00	0.00	1.63	0.00
d_A, Approach Delay [s/veh]	9.28		0.00		0.78	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 11: Project Dwy-3/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.097

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	320	0	0	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	78	15	0	0	53
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	78	335	0	0	253
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	88	0	0	67
Total Analysis Volume [veh/h]	0	82	353	0	0	266
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.73	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.32	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.06	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.73		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project Dwy-4/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	320	0	0	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	8	85	8	15	39
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	8	405	8	15	239
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	107	2	4	63
Total Analysis Volume [veh/h]	15	8	426	8	16	252
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	13.63	9.90	0.00	0.00	8.25	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	3.50	3.50	0.00	0.00	1.08	0.00
d_A, Approach Delay [s/veh]	12.33		0.00		0.49	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Dwy-5/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.031

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	320	0	0	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	93	0	0	54
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	23	413	0	0	254
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	109	0	0	67
Total Analysis Volume [veh/h]	0	24	435	0	0	267
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.72	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.72		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project Dwy-6/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name					Warren Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	300.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Warren Rd	
Base Volume Input [veh/h]	0	0	605	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	80	4	0	34
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	685	4	0	517
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	180	1	0	136
Total Analysis Volume [veh/h]	7	0	721	4	0	544
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

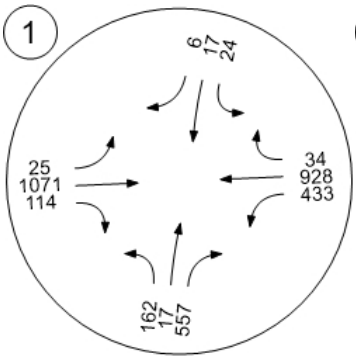
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	20.12	11.06	0.00	0.00	9.06	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.20	2.20	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.12		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	C					

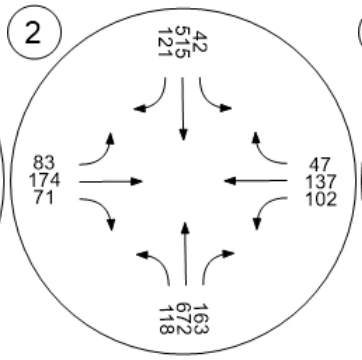
Traffic Volume - Future Total Volume



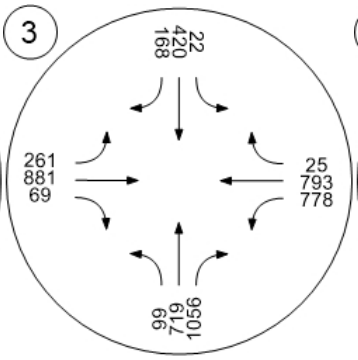
SR-79/SR-74



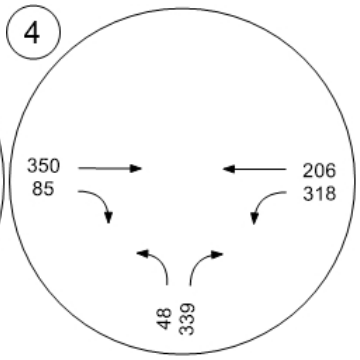
SR-79/Simpson Rd



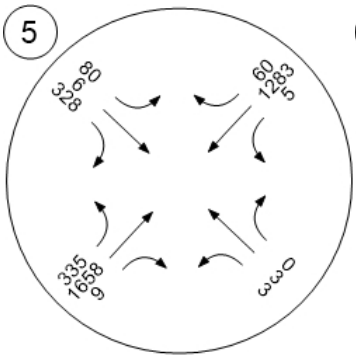
SR-79/Domenigoni Pkwy



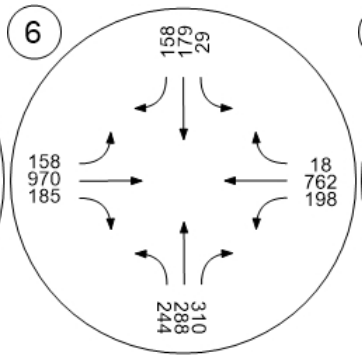
Warren Rd/Simpson Rd



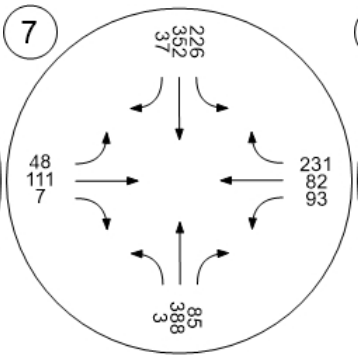
Warren Rd/Domenigoni Pkwy



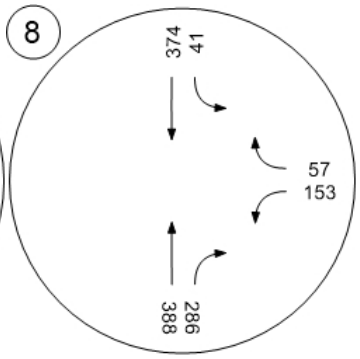
Warren Rd/SR-74



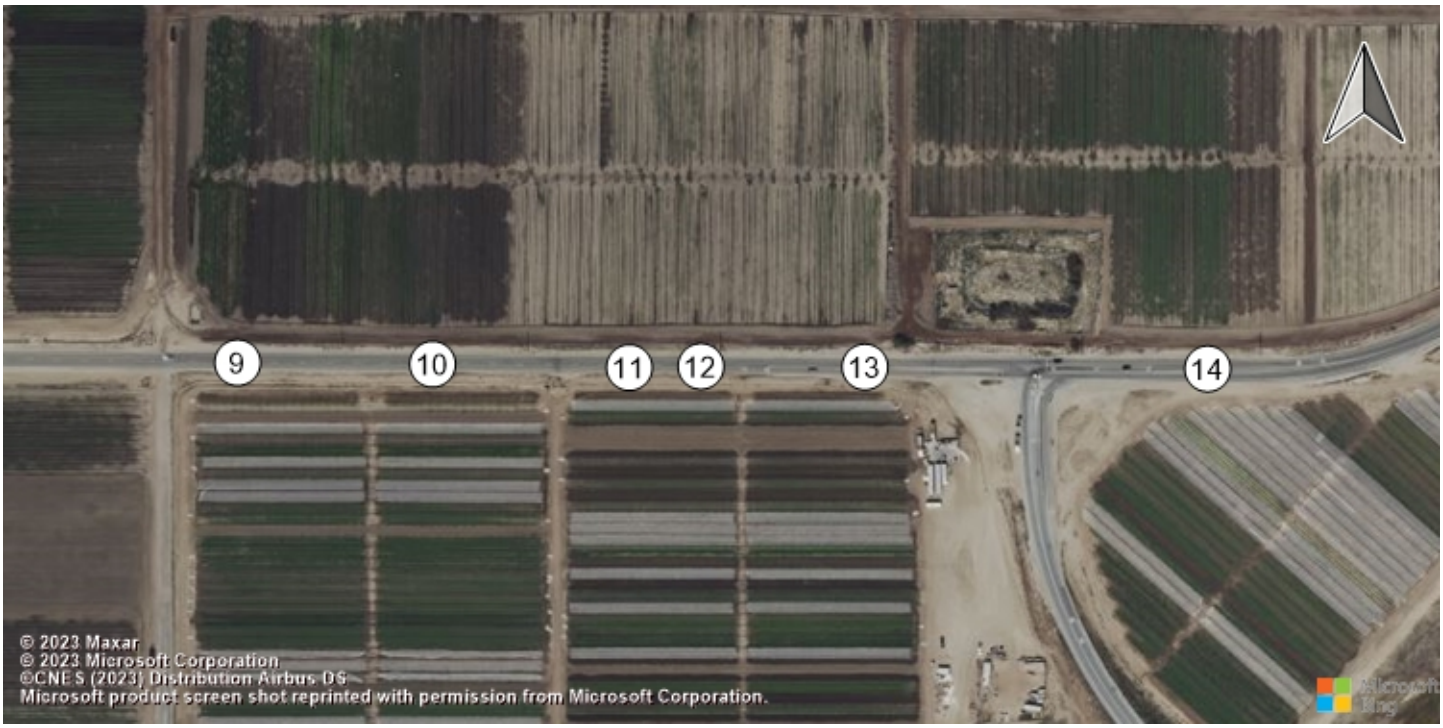
Warren Rd/Stetson Ave



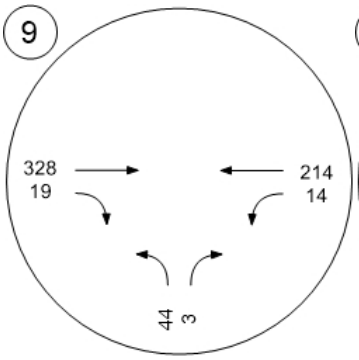
Warren Rd/Mustang Way



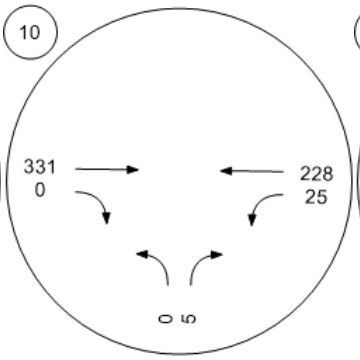
Traffic Volume - Future Total Volume



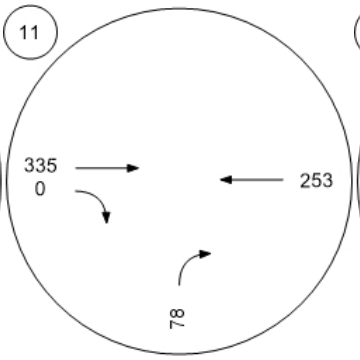
Project Dwy-1/Simpson Rd



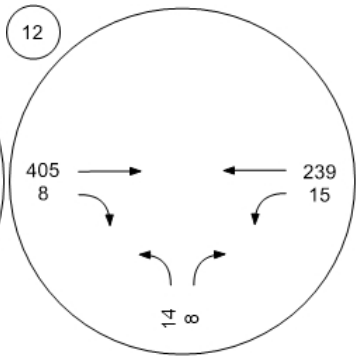
Project Dwy-2/Simpson Rd



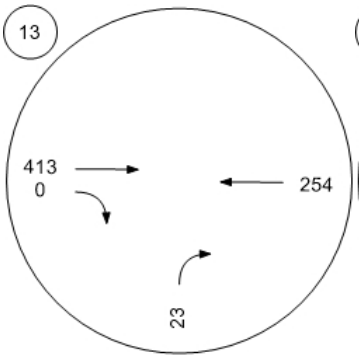
Project Dwy-3/Simpson Rd



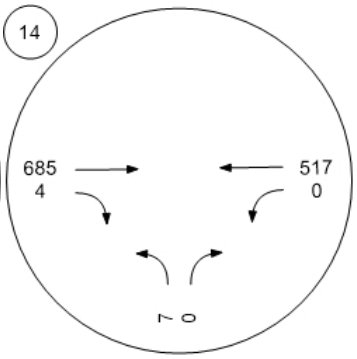
Project Dwy-4/Simpson Rd



Project Dwy-5/Simpson Rd



Project Dwy-6/Simpson Rd



Simpson Road

Vistro File: C:\...\Simpson_Abby-LAPTOP-A71N00DA.vistro Scenario 7 Cumulative Year Plus Project AM
Report File: C:\...\CY AM.pdf 11/1/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	WB Left	0.923	52.9	D
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	EB Left	0.586	28.4	C
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	1.089	111.0	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.870	25.1	D
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Thru	1.003	88.3	F
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	WB Left	0.769	45.7	D
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.527	147.2	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	SB Left	0.398	12.4	B
9	Project Dwy-1/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.029	12.7	B
10	Project Dwy-2/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.001	9.1	A
11	Project Dwy-3/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.025	9.2	A
12	Project Dwy-4/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.016	13.2	B
13	Project Dwy-5/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.005	9.2	A
14	Project Dwy-6/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.011	17.9	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	52.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.923

Intersection Setup

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79									SR-74		
Base Volume Input [veh/h]	118	16	354	22	18	6	14	891	141	523	945	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	28	0	0	0	0	189	16	34	235	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	16	382	22	18	6	14	1080	157	557	1180	36
Peak Hour Factor	0.9490	0.9490	0.9490	0.8060	0.8060	0.8060	0.8210	0.8210	0.8210	0.9250	0.9250	0.9250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	4	101	7	6	2	4	329	48	151	319	10
Total Analysis Volume [veh/h]	132	17	403	27	22	7	17	1315	191	602	1276	39
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	26	0	0	26	0	5	19	0	8	22	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	33	0	0	33	0	32	43	0	44	55	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	29	29	2	39	39	40	77	77
g / C, Green / Cycle	0.24	0.24	0.24	0.24	0.02	0.33	0.33	0.33	0.64	0.64
(v / s)_i Volume / Saturation Flow Rate	0.08	0.23	0.02	0.02	0.01	0.35	0.11	0.34	0.35	0.37
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	432	435	60	435	33	1235	569	583	1215	1151
d1, Uniform Delay [s]	37.32	45.01	35.04	35.07	58.32	40.50	30.69	40.00	11.93	12.29
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.49	0.13	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.82	35.35	22.43	0.30	11.86	33.82	0.35	45.23	0.45	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.97	0.45	0.07	0.51	1.06	0.34	1.03	0.54	0.57
d, Delay for Lane Group [s/veh]	39.14	80.35	57.48	35.36	70.18	74.32	31.03	85.23	12.38	12.92
Lane Group LOS	D	F	E	D	E	F	C	F	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.42	16.54	0.99	0.70	0.62	23.75	4.26	24.25	9.33	9.65
50th-Percentile Queue Length [ft/ln]	85.40	413.47	24.71	17.39	15.52	593.64	106.50	606.25	233.17	241.13
95th-Percentile Queue Length [veh/ln]	6.15	23.21	1.78	1.25	1.12	33.08	7.65	33.03	14.34	14.74
95th-Percentile Queue Length [ft/ln]	153.71	580.21	44.48	31.31	27.94	827.07	191.13	825.82	358.38	368.46

Movement, Approach, & Intersection Results

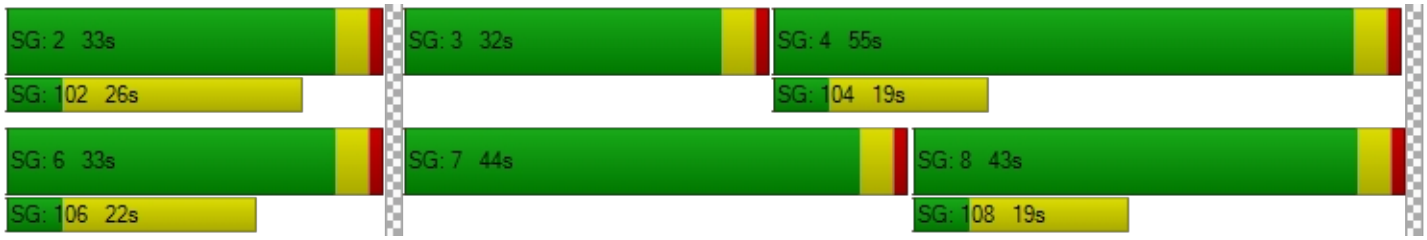
d_M, Delay for Movement [s/veh]	39.14	80.35	80.35	57.48	35.36	35.36	70.18	74.32	31.03	85.23	12.64	12.92
Movement LOS	D	F	F	E	D	D	E	F	C	F	B	B
d_A, Approach Delay [s/veh]	70.50			46.03			68.84			35.44		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	52.94											
Intersection LOS	D											
Intersection V/C	0.923											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.480	2.178	3.133	3.068
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	483	650	850
d_b, Bicycle Delay [s]	34.50	34.50	27.34	19.84
l_b,int, Bicycle LOS Score for Intersection	2.470	1.652	2.816	3.141
Bicycle LOS	B	A	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: SR-79/Simpson Rd

Control Type:	Signalized	Delay (sec / veh):	28.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.586

Intersection Setup

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	53	355	56	9	701	202	140	179	90	142	215	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	41	16	27	7	6	14	0	38	16	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	378	97	25	728	209	146	193	90	180	231	37
Peak Hour Factor	0.9300	0.9300	0.9300	0.8720	0.8720	0.8720	0.7430	0.7430	0.7430	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	102	26	7	209	60	49	65	30	54	69	11
Total Analysis Volume [veh/h]	57	406	104	29	835	240	197	260	121	214	275	44
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	5	22	0	5	22	0	6	22	0	10	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	26	0	9	26	0	15	26	0	19	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	37	37	2	36	36	11	13	13	12	14	14
g / C, Green / Cycle	0.04	0.46	0.46	0.03	0.44	0.44	0.13	0.17	0.17	0.14	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.03	0.14	0.14	0.02	0.29	0.29	0.11	0.14	0.07	0.12	0.14	0.03
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	79	872	826	53	844	799	232	316	291	252	339	312
d1, Uniform Delay [s]	37.66	13.57	13.56	38.22	17.49	17.33	33.89	32.16	29.83	33.34	31.55	27.68
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.26	0.11	0.11	0.17	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.71	0.89	0.93	8.65	4.07	4.02	18.00	5.32	0.94	11.37	4.69	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.30	0.30	0.55	0.66	0.65	0.85	0.82	0.42	0.85	0.81	0.14
d, Delay for Lane Group [s/veh]	49.38	14.46	14.49	46.87	21.56	21.34	51.89	37.49	30.77	44.71	36.24	27.88
Lane Group LOS	D	B	B	D	C	C	D	D	C	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.34	3.00	2.83	0.68	8.43	7.75	4.59	4.90	1.99	4.51	5.09	0.67
50th-Percentile Queue Length [ft/ln]	33.42	74.89	70.78	16.92	210.84	193.74	114.80	122.58	49.77	112.63	127.34	16.77
95th-Percentile Queue Length [veh/ln]	2.41	5.39	5.10	1.22	13.20	12.31	8.11	8.53	3.58	7.99	8.79	1.21
95th-Percentile Queue Length [ft/ln]	60.15	134.80	127.40	30.46	329.90	307.87	202.65	213.37	89.58	199.66	219.87	30.18

Movement, Approach, & Intersection Results

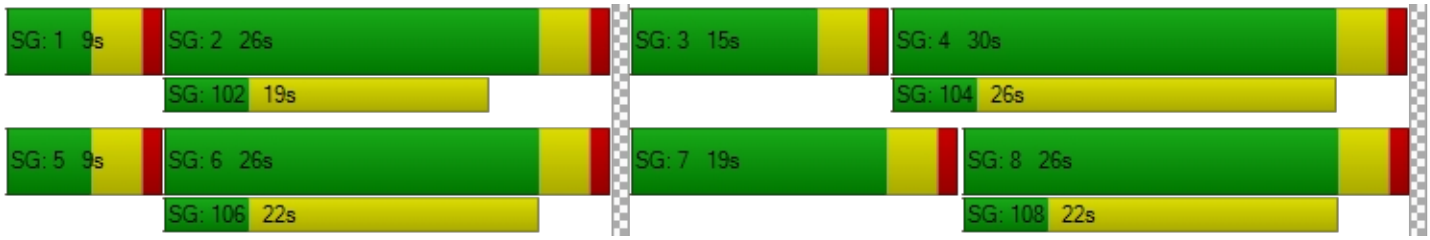
d_M, Delay for Movement [s/veh]	49.38	14.47	14.49	46.87	21.49	21.34	51.89	37.49	30.77	44.71	36.24	27.88
Movement LOS	D	B	B	D	C	C	D	D	C	D	D	C
d_A, Approach Delay [s/veh]	17.98			22.12			40.99			38.95		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	28.42											
Intersection LOS	C											
Intersection V/C	0.586											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.49	31.49	31.49	31.49
l_p,int, Pedestrian LOS Score for Intersectio	2.634	2.637	2.594	2.596
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	550	550	650
d_b, Bicycle Delay [s]	21.01	21.01	21.01	18.21
l_b,int, Bicycle LOS Score for Intersection	2.027	2.470	2.513	2.439
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: SR-79/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	111.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.089

Intersection Setup

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	74	283	704	48	692	265	190	886	166	838	972	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	47	45	0	41	25	17	47	0	74	53	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	330	749	48	733	290	207	933	166	912	1025	33
Peak Hour Factor	0.9310	0.9310	0.9310	0.9110	0.9110	0.9110	0.9380	0.9380	0.9380	0.8590	0.8590	0.8590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	89	201	13	201	80	55	249	44	265	298	10
Total Analysis Volume [veh/h]	79	354	805	53	805	318	221	995	177	1062	1193	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	9	47	0	5	43	0	6	26	0	6	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	51	0	9	49	0	15	30	0	30	45	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	47	47	5	45	45	10	26	26	26	42	42
g / C, Green / Cycle	0.06	0.39	0.39	0.04	0.38	0.38	0.09	0.22	0.22	0.22	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.46	0.03	0.21	0.18	0.07	0.26	0.10	0.34	0.21	0.02
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	99	1494	688	68	1425	656	271	830	382	682	1989	611
d1, Uniform Delay [s]	55.89	24.37	36.41	57.18	29.74	28.64	53.91	46.90	40.78	47.01	32.17	26.00
k, delay calibration	0.11	0.50	0.50	0.12	0.50	0.50	0.11	0.16	0.11	0.28	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.21	0.37	91.57	19.62	1.63	2.55	5.96	93.53	0.88	254.92	0.29	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.24	1.17	0.78	0.56	0.48	0.82	1.20	0.46	1.56	0.60	0.06
d, Delay for Lane Group [s/veh]	69.10	24.74	127.98	76.80	31.36	31.19	59.87	140.42	41.66	301.93	32.46	26.04
Lane Group LOS	E	C	F	E	C	C	E	F	D	F	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.60	3.15	35.33	1.88	8.66	6.81	3.31	22.24	4.35	33.56	8.73	0.68
50th-Percentile Queue Length [ft/ln]	64.89	78.69	883.32	46.89	216.59	170.32	82.82	556.07	108.67	838.97	218.20	16.93
95th-Percentile Queue Length [veh/ln]	4.67	5.67	50.14	3.38	13.49	11.09	5.96	32.96	7.77	52.26	13.57	1.22
95th-Percentile Queue Length [ft/ln]	116.79	141.64	1253.55	84.40	337.27	277.33	149.08	824.08	194.15	1306.41	339.33	30.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.10	24.74	127.98	76.80	31.36	31.19	59.87	140.42	41.66	301.93	32.46	26.04
Movement LOS	E	C	F	E	C	C	E	F	D	F	C	C
d_A, Approach Delay [s/veh]	94.70			33.36			115.09			157.16		
Approach LOS	F			C			F			F		
d_I, Intersection Delay [s/veh]	111.01											
Intersection LOS	F											
Intersection V/C	1.089											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.624	3.098	3.528	3.838
Crosswalk LOS	D	C	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	750	433	683
d_b, Bicycle Delay [s]	22.20	23.44	36.82	26.00
l_b,int, Bicycle LOS Score for Intersection	2.581	2.530	2.709	2.821
Bicycle LOS	B	B	B	C

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/Simpson Rd

Control Type:	All-way stop	Delay (sec / veh):	25.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.870

Intersection Setup

Name	Warren Rd					
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Warren Rd					
Base Volume Input [veh/h]	76	310	166	79	333	191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	10	45	9	26	109
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	320	211	88	359	300
Peak Hour Factor	0.8620	0.8620	0.8290	0.8290	0.8360	0.8360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	93	64	27	107	90
Total Analysis Volume [veh/h]	117	371	255	106	429	359
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	456	539	485	513	493	530
Degree of Utilization, x	0.26	0.69	0.37	0.35	0.87	0.68

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.01	5.30	1.70	1.57	9.30	5.09
95th-Percentile Queue Length [ft]	25.28	132.53	42.62	39.16	232.53	127.19
Approach Delay [s/veh]	20.59		13.97		33.01	
Approach LOS	C		B		D	
Intersection Delay [s/veh]	25.11					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: Warren Rd/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	88.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.003

Intersection Setup

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	5	2	0	79	2	306	293	1338	0	0	1585	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	3	0	32	26	66	0	0	94	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	0	82	2	338	319	1404	0	0	1679	120
Peak Hour Factor	0.5830	0.5830	0.5830	0.8290	0.8290	0.8290	0.9460	0.9460	0.9460	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	25	1	102	84	371	0	0	494	35
Total Analysis Volume [veh/h]	9	3	0	99	2	408	337	1484	0	0	1975	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	44	0	0	44	0	25	40	0	36	51	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	21	71	71	0	50	50
g / C, Green / Cycle	0.31	0.31	0.17	0.59	0.59	0.00	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.01	0.29	0.19	0.39	0.00	0.00	0.52	0.08
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	588	571	305	2257	1040	0	1596	735
d1, Uniform Delay [s]	29.10	40.75	49.53	16.22	0.00	0.00	34.79	21.94
k, delay calibration	0.11	0.37	0.50	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	14.61	83.12	1.52	0.00	0.00	112.44	0.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.89	1.11	0.66	0.00	0.00	1.24	0.19
d, Delay for Lane Group [s/veh]	29.11	55.36	132.65	17.73	0.00	0.00	147.23	22.52
Lane Group LOS	C	E	F	B	A	A	F	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.23	16.03	15.53	11.50	0.00	0.00	45.39	2.40
50th-Percentile Queue Length [ft/ln]	5.83	400.83	388.28	287.45	0.00	0.00	1134.64	59.98
95th-Percentile Queue Length [veh/ln]	0.42	22.60	23.12	17.06	0.00	0.00	65.14	4.32
95th-Percentile Queue Length [ft/ln]	10.49	565.00	578.05	426.48	0.00	0.00	1628.43	107.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.11	29.11	29.11	55.36	55.36	55.36	132.65	17.73	0.00	0.00	147.23	22.52
Movement LOS	C	C	C	E	E	E	F	B	A	A	F	C
d_A, Approach Delay [s/veh]	29.11			55.36			39.00			138.92		
Approach LOS	C			E			D			F		
d_I, Intersection Delay [s/veh]	88.27											
Intersection LOS	F											
Intersection V/C	1.003											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
l_p,int, Pedestrian LOS Score for Intersectio	1.743	2.615	3.893	3.866
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667	600	783
d_b, Bicycle Delay [s]	26.66	26.66	29.39	22.19
l_b,int, Bicycle LOS Score for Intersection	1.579	2.399	3.062	3.305
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 6: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	45.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	172	224	101	17	232	166	131	805	210	244	717	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	67	9	31	83	8	0	0	166	51	38	202	101
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	33	0	0	42	0	0	65	0	0	28
Total Hourly Volume [veh/h]	239	233	99	100	240	124	131	971	196	282	919	83
Peak Hour Factor	0.8940	0.8940	0.8940	0.8870	0.8870	0.8870	0.8610	0.8610	0.8610	0.9590	0.9590	0.9590
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	65	28	28	68	35	38	282	57	74	240	22
Total Analysis Volume [veh/h]	267	261	111	113	271	140	152	1128	228	294	958	87
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	6	28	0	6	28	0	12	32	0	8	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	23	32	0	23	32	0	24	36	0	24	36	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	22	22	9	12	12	12	48	48	20	56	56
g / C, Green / Cycle	0.16	0.19	0.19	0.08	0.10	0.10	0.10	0.42	0.42	0.17	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.15	0.07	0.06	0.06	0.07	0.08	0.09	0.36	0.37	0.17	0.28	0.29
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	288	712	328	139	389	179	181	798	756	304	932	883
d1, Uniform Delay [s]	47.34	40.76	40.53	52.05	49.87	50.34	50.62	30.39	30.61	47.20	20.69	20.92
k, delay calibration	0.37	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.40	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	30.47	0.32	0.61	10.59	2.25	7.20	9.98	12.18	13.68	39.13	2.51	2.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.37	0.34	0.81	0.70	0.78	0.84	0.87	0.88	0.97	0.57	0.58
d, Delay for Lane Group [s/veh]	77.81	41.08	41.14	62.64	52.12	57.54	60.60	42.57	44.29	86.33	23.19	23.75
Lane Group LOS	E	D	D	E	D	E	E	D	D	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.93	3.26	2.79	3.48	3.72	4.11	4.64	18.75	18.38	11.29	9.81	9.73
50th-Percentile Queue Length [ft/ln]	248.35	81.58	69.72	86.88	92.95	102.74	115.93	468.66	459.54	282.16	245.23	243.18
95th-Percentile Queue Length [veh/ln]	15.10	5.87	5.02	6.26	6.69	7.40	8.17	25.85	25.41	16.80	14.95	14.84
95th-Percentile Queue Length [ft/ln]	377.57	146.84	125.49	156.39	167.31	184.92	204.22	646.18	635.32	419.90	373.65	371.06

Movement, Approach, & Intersection Results

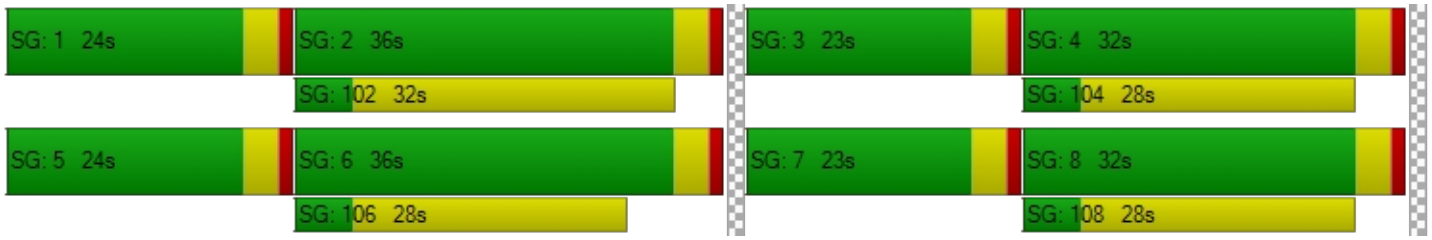
d_M, Delay for Movement [s/veh]	77.81	41.08	41.14	62.64	52.12	57.54	60.60	43.24	44.29	86.33	23.44	23.75
Movement LOS	E	D	D	E	D	E	E	D	D	F	C	C
d_A, Approach Delay [s/veh]	56.44			55.84			45.15			37.27		
Approach LOS	E			E			D			D		
d_I, Intersection Delay [s/veh]	45.71											
Intersection LOS	D											
Intersection V/C	0.769											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.85	48.85	48.85	48.85
l_p,int, Pedestrian LOS Score for Intersectio	2.762	2.852	3.366	3.247
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	487	487	557	557
d_b, Bicycle Delay [s]	32.90	32.90	29.95	29.95
l_b,int, Bicycle LOS Score for Intersection	2.114	2.027	2.857	2.687
Bicycle LOS	B	B	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 7: Warren Rd/Stetson Ave

Control Type:	All-way stop	Delay (sec / veh):	147.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.527

Intersection Setup

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	334	92	189	271	32	41	63	2	67	73	236
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	61	16	29	68	0	0	0	0	20	0	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	395	108	218	339	32	41	63	2	87	73	281
Peak Hour Factor	0.8980	0.8980	0.8980	0.8160	0.8160	0.8160	0.7650	0.7650	0.7650	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	110	30	67	104	10	13	21	1	24	20	76
Total Analysis Volume [veh/h]	3	440	120	267	415	39	54	82	3	94	79	305
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	563	721	386	408	463
Degree of Utilization, x	1.17	1.53	0.36	0.23	0.83

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	20.38	38.19	1.61	0.88	8.05
95th-Percentile Queue Length [ft]	509.60	954.67	40.13	21.99	201.13
Approach Delay [s/veh]	120.71	268.15	17.49	33.54	
Approach LOS	F	F	C	D	
Intersection Delay [s/veh]	147.16				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 8: Warren Rd/Mustang Way

Control Type:	Signalized	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.398

Intersection Setup

Name	Warren Rd		Warren Rd		Mustang Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	190.00	100.00	105.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	500.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	307	150	39	285	211	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	24	7	81	40	18
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	366	174	46	366	251	90
Peak Hour Factor	0.8960	0.8960	0.8170	0.8170	0.8830	0.8830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	49	14	112	71	25
Total Analysis Volume [veh/h]	408	194	56	448	284	102
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	5
Maximum Green [s]	19	0	9	32	20	20
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	23	0	10	33	27	27
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	33	33	3	40	12	19
g / C, Green / Cycle	0.55	0.55	0.05	0.67	0.20	0.31
(v / s)_i Volume / Saturation Flow Rate	0.16	0.17	0.03	0.24	0.16	0.06
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1048	993	91	1273	344	552
d1, Uniform Delay [s]	7.17	7.25	27.85	4.27	23.12	14.94
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.69	0.79	6.54	0.77	5.04	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.30	0.61	0.35	0.83	0.18
d, Delay for Lane Group [s/veh]	7.87	8.04	34.38	5.04	28.16	15.10
Lane Group LOS	A	A	C	A	C	B
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.43	1.46	0.85	1.13	3.97	0.93
50th-Percentile Queue Length [ft/ln]	35.76	36.49	21.19	28.32	99.22	23.14
95th-Percentile Queue Length [veh/ln]	2.58	2.63	1.53	2.04	7.14	1.67
95th-Percentile Queue Length [ft/ln]	64.38	65.68	38.15	50.98	178.60	41.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.91	8.04	34.38	5.04	28.16	15.10
Movement LOS	A	A	C	A	C	B
d_A, Approach Delay [s/veh]	7.95		8.30		24.71	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	12.40					
Intersection LOS	B					
Intersection V/C	0.398					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.565	2.293
Crosswalk LOS	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	967	767
d_b, Bicycle Delay [s]	14.01	8.01	11.41
l_b,int, Bicycle LOS Score for Intersection	2.056	2.391	1.560
Bicycle LOS	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Project Dwy-1/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name			Simpson Rd		Simpson Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Simpson Rd		Simpson Rd	
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	5	32	39	21	48
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	5	277	39	21	315
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	73	10	6	83
Total Analysis Volume [veh/h]	14	5	292	41	22	332
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.74	9.45	0.00	0.00	7.96	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	2.72	2.72	0.00	0.00	1.36	0.00
d_A, Approach Delay [s/veh]	11.87		0.00		0.49	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Project Dwy-2/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name			Simpson Rd			
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Simpson Rd			
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	37	0	49	69
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	282	0	49	336
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	74	0	13	88
Total Analysis Volume [veh/h]	0	1	297	0	52	354
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	13.32	9.11	0.00	0.00	7.94	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.13	0.00
95th-Percentile Queue Length [ft/ln]	0.09	0.09	0.00	0.00	3.18	0.00
d_A, Approach Delay [s/veh]	9.11		0.00		1.02	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.60					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 11: Project Dwy-3/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	38	0	0	118
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	21	283	0	0	385
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	74	0	0	101
Total Analysis Volume [veh/h]	0	22	298	0	0	405
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.21	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.21		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project Dwy-4/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	6	45	14	24	111
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	6	290	14	24	378
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	76	4	6	99
Total Analysis Volume [veh/h]	7	6	305	15	25	398
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	13.18	9.35	0.00	0.00	7.97	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.06	0.00
95th-Percentile Queue Length [ft/ln]	1.73	1.73	0.00	0.00	1.55	0.00
d_A, Approach Delay [s/veh]	11.41		0.00		0.47	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Dwy-5/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	245	0	0	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	51	0	0	134
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	296	0	0	401
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	78	0	0	106
Total Analysis Volume [veh/h]	0	4	312	0	0	422
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.20	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.35	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.20		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project Dwy-6/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	17.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name					Warren Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	300.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Warren Rd	
Base Volume Input [veh/h]	0	0	476	0	0	524
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	48	7	0	132
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	0	524	7	0	656
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	138	2	0	173
Total Analysis Volume [veh/h]	3	0	552	7	0	691
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

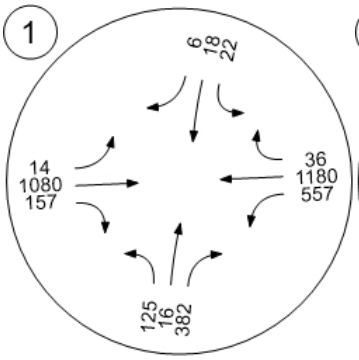
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	17.92	10.11	0.00	0.00	8.52	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.81	0.81	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	17.92		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	C					

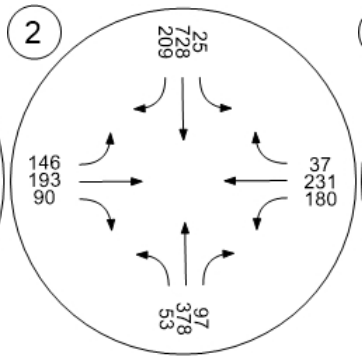
Traffic Volume - Future Total Volume



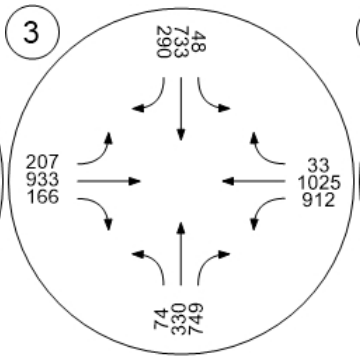
SR-79/SR-74



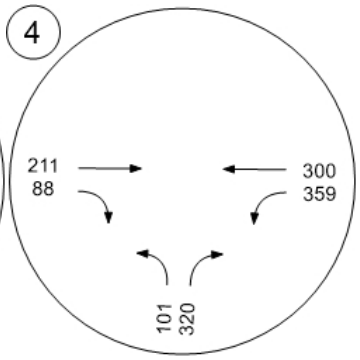
SR-79/Simpson Rd



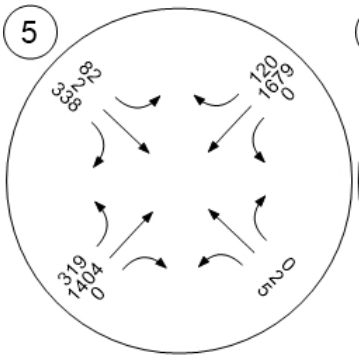
SR-79/Domenigoni Pkwy



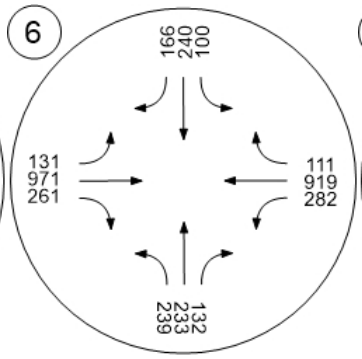
Warren Rd/Simpson Rd



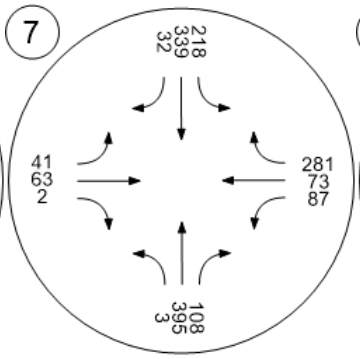
Warren Rd/Domenigoni Pkwy



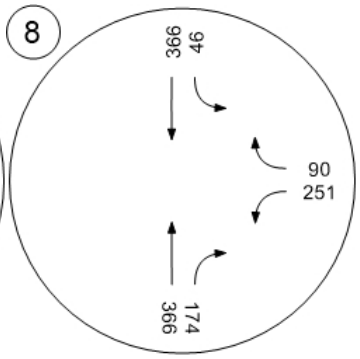
Warren Rd/SR-74



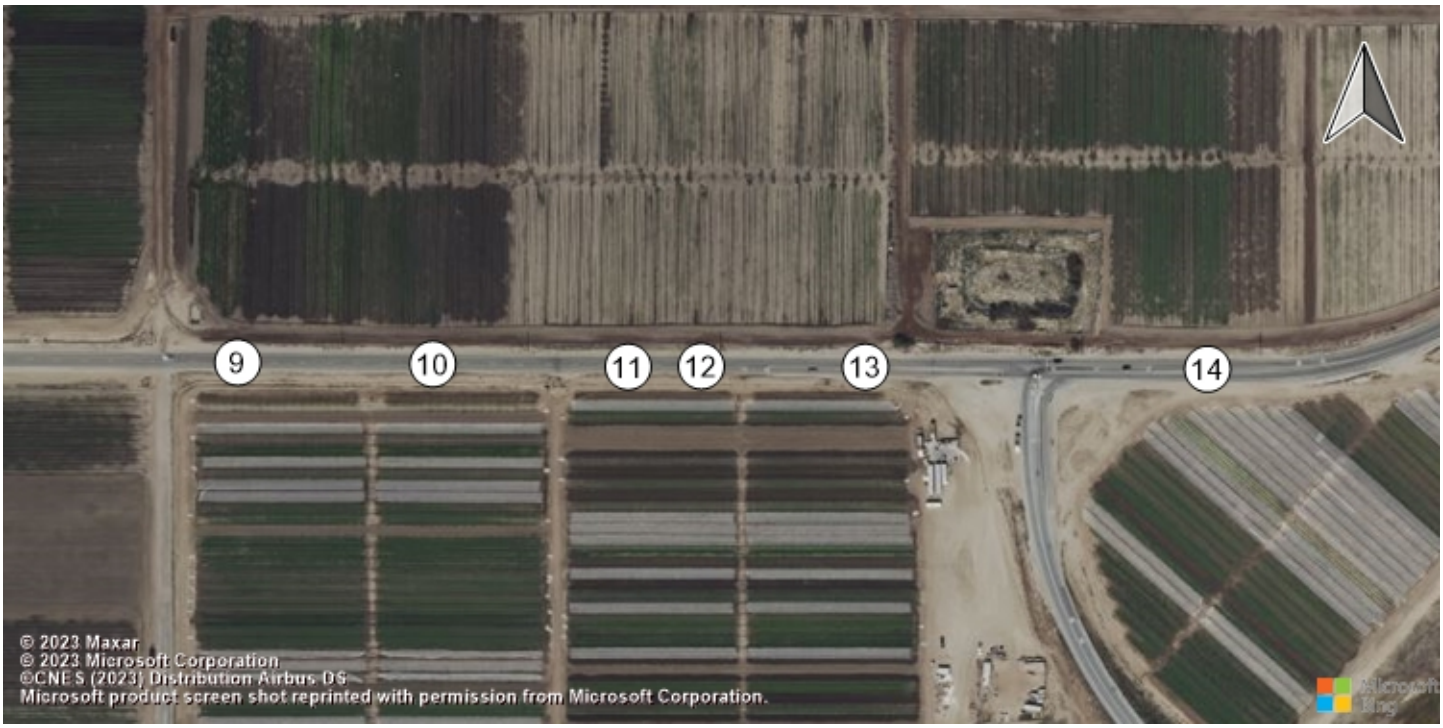
Warren Rd/Stetson Ave



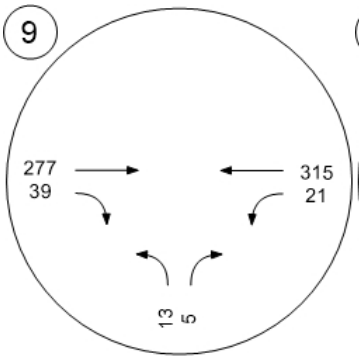
Warren Rd/Mustang Way



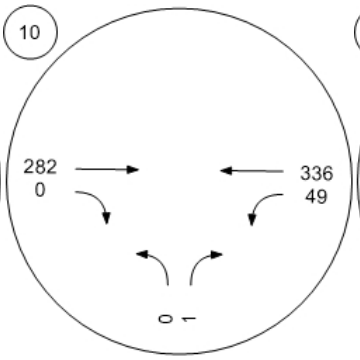
Traffic Volume - Future Total Volume



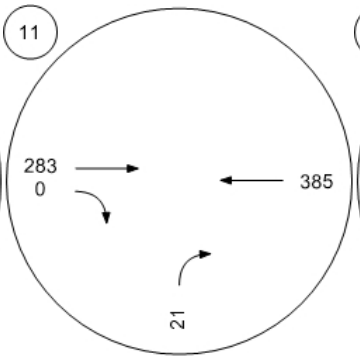
Project Dwy-1/Simpson Rd



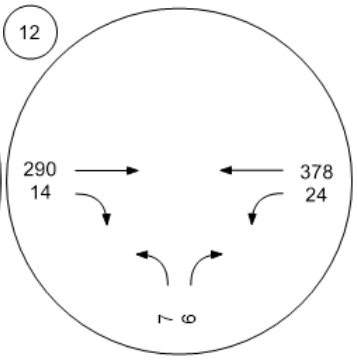
Project Dwy-2/Simpson Rd



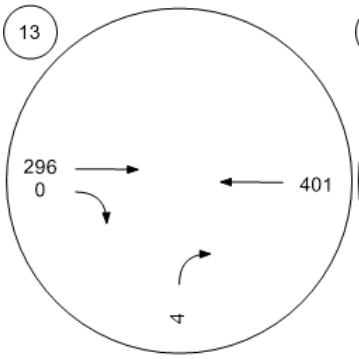
Project Dwy-3/Simpson Rd



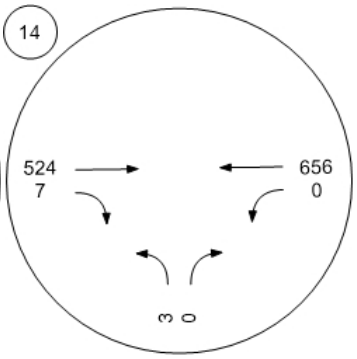
Project Dwy-4/Simpson Rd



Project Dwy-5/Simpson Rd



Project Dwy-6/Simpson Rd



Simpson Road

Vistro File: C:\...\Simpson_Abby-LAPTOP-A71N00DA.vistro
Report File: C:\...\CY PM.pdf

Scenario 8 Cumulative Year Plus Project PM
11/1/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-79/SR-74	Signalized	HCM 7th Edition	EB Thru	1.033	134.3	F
2	SR-79/Simpson Rd	Signalized	HCM 7th Edition	EB Left	0.483	22.7	C
3	SR-79/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Left	1.262	149.1	F
4	Warren Rd/Simpson Rd	All-way stop	HCM 7th Edition	WB Left	0.871	27.2	D
5	Warren Rd/Domenigoni Pkwy	Signalized	HCM 7th Edition	WB Thru	0.931	59.9	E
6	Warren Rd/SR-74	Signalized	HCM 7th Edition	WB Left	0.808	51.8	D
7	Warren Rd/Stetson Ave	All-way stop	HCM 7th Edition	SB Thru	1.697	187.4	F
8	Warren Rd/Mustang Way	Signalized	HCM 7th Edition	SB Left	0.407	11.0	B
9	Project Dwy-1/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.126	16.3	C
10	Project Dwy-2/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.006	9.4	A
11	Project Dwy-3/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.101	9.9	A
12	Project Dwy-4/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.048	17.0	C
13	Project Dwy-5/Simpson Rd	Two-way stop	HCM 7th Edition	NB Right	0.032	9.9	A
14	Project Dwy-6/Simpson Rd	Two-way stop	HCM 7th Edition	NB Left	0.034	22.9	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-79/SR-74

Control Type:	Signalized	Delay (sec / veh):	134.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.033

Intersection Setup

Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	360.00	100.00	320.00	475.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79									SR-74		
Base Volume Input [veh/h]	145	17	557	24	17	6	25	1062	105	433	911	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	17	0	40	0	0	0	0	279	9	39	262	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	17	597	24	17	6	25	1341	114	472	1173	34
Peak Hour Factor	0.9860	0.9860	0.9860	0.7860	0.7860	0.7860	0.9020	0.9020	0.9020	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	4	151	8	5	2	7	372	32	130	323	9
Total Analysis Volume [veh/h]	164	17	605	31	22	8	28	1487	126	519	1290	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	6	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	10	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	30	30	0	30	0	9	23	0	47	61	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	17	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	36	36	36	36	3	27	27	35	59	59
g / C, Green / Cycle	0.33	0.33	0.33	0.33	0.03	0.25	0.25	0.32	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.09	0.35	0.02	0.02	0.02	0.39	0.07	0.30	0.35	0.37
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	591	591	66	591	46	936	431	553	1018	965
d1, Uniform Delay [s]	27.38	36.94	25.26	25.24	53.00	41.45	33.66	36.59	18.20	18.74
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.24	0.11	0.28	0.21	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.16	51.61	22.11	0.16	12.41	267.27	0.37	17.41	1.37	1.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	1.05	0.47	0.05	0.61	1.59	0.29	0.94	0.65	0.69
d, Delay for Lane Group [s/veh]	28.55	88.55	47.37	25.40	65.41	308.72	34.03	54.00	19.58	20.64
Lane Group LOS	C	F	D	C	E	F	C	D	B	C
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.39	24.00	0.96	0.57	0.92	47.25	2.78	15.97	11.90	12.34
50th-Percentile Queue Length [ft/ln]	84.65	600.11	24.06	14.13	23.07	1181.25	69.42	399.22	297.40	308.39
95th-Percentile Queue Length [veh/ln]	6.10	33.16	1.73	1.02	1.66	72.44	5.00	22.52	17.55	18.10
95th-Percentile Queue Length [ft/ln]	152.38	828.98	43.31	25.44	41.52	1811.10	124.95	563.05	438.81	452.39

Movement, Approach, & Intersection Results

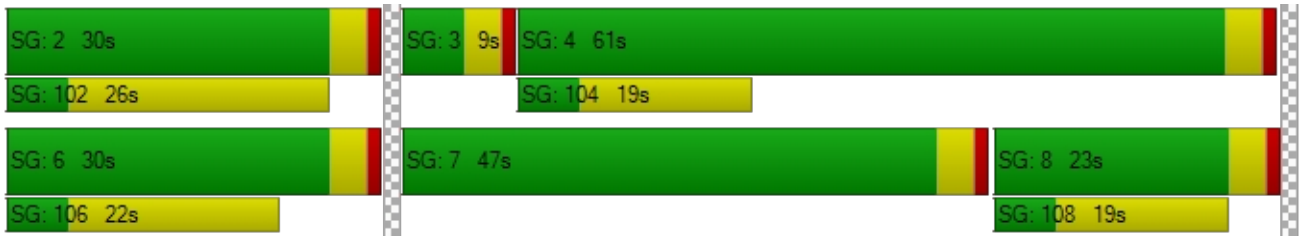
d_M, Delay for Movement [s/veh]	28.55	88.55	88.55	47.37	25.40	25.40	65.41	308.72	34.03	54.00	20.09	20.64
Movement LOS	C	F	F	D	C	C	E	F	C	D	C	C
d_A, Approach Delay [s/veh]	76.03			36.56			283.48			29.64		
Approach LOS	E			D			F			C		
d_I, Intersection Delay [s/veh]	134.26											
Intersection LOS	F											
Intersection V/C	1.033											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
l_p,int, Pedestrian LOS Score for Intersectio	2.496	2.177	3.202	3.129
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	473	345	1036
d_b, Bicycle Delay [s]	32.07	32.07	37.64	12.77
l_b,int, Bicycle LOS Score for Intersection	2.857	1.660	2.913	3.083
Bicycle LOS	C	A	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: SR-79/Simpson Rd

Control Type:	Signalized	Delay (sec / veh):	22.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.483

Intersection Setup

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	105.00	100.00	100.00	105.00	100.00	100.00	150.00	100.00	150.00	90.00	100.00	90.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	85.00
Speed [mph]	30.00			30.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Simpson Rd			Simpson Rd		
Base Volume Input [veh/h]	118	672	148	33	515	121	83	171	71	68	130	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	32	46	9	32	8	8	20	0	53	20	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	704	194	42	547	129	91	191	71	121	150	47
Peak Hour Factor	0.9060	0.9060	0.9060	0.8780	0.8780	0.8780	0.9450	0.9450	0.9450	0.8740	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	194	54	12	156	37	24	51	19	35	43	13
Total Analysis Volume [veh/h]	130	777	214	48	623	147	96	202	75	138	172	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	8	22	0	5	19	0	6	24	0	8	26	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	26	0	9	23	0	10	26	0	14	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	14	0	0	17	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	75	75	75	75	75	75	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	38	38	3	34	34	5	10	10	7	12	12
g / C, Green / Cycle	0.09	0.51	0.51	0.04	0.46	0.46	0.07	0.14	0.14	0.10	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.07	0.27	0.27	0.03	0.21	0.21	0.05	0.11	0.04	0.08	0.09	0.03
s, saturation flow rate [veh/h]	1750	1900	1800	1750	1900	1800	1750	1900	1750	1750	1900	1750
c, Capacity [veh/h]	163	965	914	74	869	823	122	262	241	173	316	291
d1, Uniform Delay [s]	33.32	12.45	12.36	35.35	13.97	13.93	34.33	31.20	29.13	33.07	28.64	26.88
k, delay calibration	0.15	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.79	2.11	2.13	8.99	1.74	1.79	11.47	4.81	0.73	8.21	1.45	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.53	0.52	0.65	0.46	0.45	0.79	0.77	0.31	0.80	0.54	0.19
d, Delay for Lane Group [s/veh]	45.10	14.56	14.49	44.34	15.71	15.73	45.80	36.02	29.86	41.28	30.10	27.18
Lane Group LOS	D	B	B	D	B	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.78	5.74	5.31	1.03	4.64	4.35	1.97	3.56	1.16	2.64	2.70	0.78
50th-Percentile Queue Length [ft/ln]	69.55	143.49	132.71	25.70	116.11	108.87	49.32	88.95	29.02	65.97	67.45	19.55
95th-Percentile Queue Length [veh/ln]	5.01	9.67	9.09	1.85	8.18	7.78	3.55	6.40	2.09	4.75	4.86	1.41
95th-Percentile Queue Length [ft/ln]	125.19	241.71	227.17	46.27	204.47	194.43	88.78	160.10	52.24	118.74	121.42	35.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.10	14.54	14.49	44.34	15.72	15.73	45.80	36.02	29.86	41.28	30.10	27.18
Movement LOS	D	B	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	18.07			17.40			37.30			33.90		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	22.70											
Intersection LOS	C											
Intersection V/C	0.483											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.04	29.04	29.04	29.04
l_p,int, Pedestrian LOS Score for Intersectio	2.674	2.633	2.457	2.561
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	587	507	587	693
d_b, Bicycle Delay [s]	18.73	20.91	18.73	16.01
l_b,int, Bicycle LOS Score for Intersection	2.484	2.234	2.175	2.160
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 3: SR-79/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	149.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.262

Intersection Setup

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	2	2	0	0	3	0	1
Entry Pocket Length [ft]	350.00	100.00	525.00	225.00	100.00	245.00	385.00	100.00	100.00	295.00	100.00	280.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	170.00	0.00	0.00	0.00	0.00	0.00	315.00
Speed [mph]	65.00			65.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	99	704	1056	22	386	168	261	873	69	778	774	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	49	85	0	60	25	29	62	0	65	63	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	753	1141	22	446	193	290	935	69	843	837	25
Peak Hour Factor	0.9490	0.9490	0.9490	0.8520	0.8520	0.8520	0.8910	0.8910	0.8910	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	198	301	6	131	57	81	262	19	224	222	7
Total Analysis Volume [veh/h]	104	793	1202	26	523	227	325	1049	77	896	889	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	51	0	9	44	0	25	30	0	25	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	54	54	3	48	48	15	26	26	21	32	32
g / C, Green / Cycle	0.07	0.45	0.45	0.02	0.40	0.40	0.12	0.22	0.22	0.18	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.06	0.21	0.69	0.01	0.14	0.13	0.10	0.28	0.04	0.28	0.16	0.02
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	129	1716	790	43	1530	705	385	818	377	552	1529	469
d1, Uniform Delay [s]	54.77	22.81	32.91	57.96	24.83	24.60	51.56	47.09	38.65	49.51	38.08	32.64
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.12	0.11	0.13	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.27	0.90	240.86	12.82	0.61	1.21	5.10	129.22	0.26	283.27	0.35	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.46	1.52	0.60	0.34	0.32	0.84	1.28	0.20	1.62	0.58	0.06
d, Delay for Lane Group [s/veh]	66.03	23.70	273.77	70.78	25.44	25.81	56.66	176.31	38.91	332.78	38.43	32.69
Lane Group LOS	E	C	F	E	C	C	E	F	D	F	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.32	7.14	72.79	0.89	4.81	4.27	4.76	25.98	1.77	29.40	7.04	0.55
50th-Percentile Queue Length [ft/ln]	83.08	178.40	1819.70	22.34	120.35	106.65	119.11	649.58	44.31	734.95	175.89	13.81
95th-Percentile Queue Length [veh/ln]	5.98	11.52	111.26	1.61	8.41	7.65	8.34	38.90	3.19	46.26	11.39	0.99
95th-Percentile Queue Length [ft/ln]	149.55	287.92	2781.42	40.21	210.30	191.33	208.60	972.61	79.76	1156.51	284.64	24.85

Movement, Approach, & Intersection Results

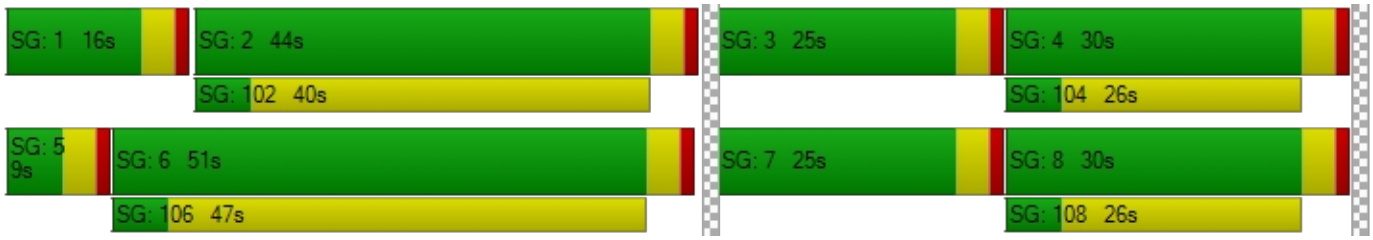
d_M, Delay for Movement [s/veh]	66.03	23.70	273.77	70.78	25.44	25.81	56.66	176.31	38.91	332.78	38.43	32.69
Movement LOS	E	C	F	E	C	C	E	F	D	F	D	C
d_A, Approach Delay [s/veh]	169.00			27.07			142.22			183.89		
Approach LOS	F			C			F			F		
d_I, Intersection Delay [s/veh]	149.12											
Intersection LOS	F											
Intersection V/C	1.262											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.35	51.35	51.35	51.35
l_p,int, Pedestrian LOS Score for Intersectio	3.734	3.144	3.446	3.824
Crosswalk LOS	D	C	C	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	667	433	433
d_b, Bicycle Delay [s]	22.21	26.67	36.82	36.82
l_b,int, Bicycle LOS Score for Intersection	3.291	2.200	2.757	2.556
Bicycle LOS	C	B	C	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Warren Rd/Simpson Rd

Control Type:	All-way stop	Delay (sec / veh):	27.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.871

Intersection Setup

Name	Warren Rd					
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	200.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Warren Rd					
Base Volume Input [veh/h]	35	339	266	54	318	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	31	132	31	19	72
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	370	398	85	337	237
Peak Hour Factor	0.9300	0.9300	0.8400	0.8400	0.8240	0.8240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	99	118	25	102	72
Total Analysis Volume [veh/h]	52	398	474	101	409	288
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	438	514	489	506	469	503
Degree of Utilization, x	0.12	0.77	0.59	0.57	0.87	0.57

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.40	6.95	3.73	3.50	9.17	3.55
95th-Percentile Queue Length [ft]	10.02	173.68	93.30	87.44	229.15	88.69
Approach Delay [s/veh]	27.67		19.40		33.31	
Approach LOS	D		C		D	
Intersection Delay [s/veh]	27.19					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 5: Warren Rd/Domenigoni Pkwy

Control Type:	Signalized	Delay (sec / veh):	59.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.931

Intersection Setup

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	285.00	100.00	310.00	275.00	100.00	275.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	270.00	0.00	0.00	230.00
Speed [mph]	55.00			55.00			65.00			65.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Base Volume Input [veh/h]	3	3	0	68	6	309	327	1658	9	5	1283	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	0	38	39	108	0	0	90	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	3	0	80	6	347	366	1766	9	5	1373	60
Peak Hour Factor	0.4580	0.4580	0.4580	0.7490	0.7490	0.7490	0.9660	0.9660	0.9660	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	0	27	2	116	95	457	2	1	365	16
Total Analysis Volume [veh/h]	7	7	0	107	8	463	379	1828	9	5	1461	64
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	44	0	0	44	0	30	57	0	19	46	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	26	67	67	1	42	42
g / C, Green / Cycle	0.33	0.33	0.22	0.56	0.56	0.01	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.01	0.33	0.22	0.48	0.01	0.00	0.38	0.04
s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1750
c, Capacity [veh/h]	628	619	378	2129	981	11	1333	614
d1, Uniform Delay [s]	26.88	39.82	47.05	22.35	11.66	59.40	38.94	26.24
k, delay calibration	0.11	0.46	0.44	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	21.70	44.52	4.77	0.02	25.42	55.12	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.93	1.00	0.86	0.01	0.45	1.10	0.10
d, Delay for Lane Group [s/veh]	26.90	61.52	91.56	27.12	11.68	84.82	94.06	26.58
Lane Group LOS	C	E	F	C	B	F	F	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.26	19.44	15.09	19.34	0.10	0.22	27.85	1.20
50th-Percentile Queue Length [ft/ln]	6.48	485.95	377.35	483.48	2.42	5.57	696.18	29.97
95th-Percentile Queue Length [veh/ln]	0.47	26.67	21.51	26.55	0.17	0.40	38.82	2.16
95th-Percentile Queue Length [ft/ln]	11.67	666.72	537.74	663.78	4.35	10.02	970.48	53.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.90	26.90	26.90	61.52	61.52	61.52	91.56	27.12	11.68	84.82	94.06	26.58
Movement LOS	C	C	C	E	E	E	F	C	B	F	F	C
d_A, Approach Delay [s/veh]	26.90			61.52			38.08			91.20		
Approach LOS	C			E			D			F		
d_I, Intersection Delay [s/veh]	59.90											
Intersection LOS	E											
Intersection V/C	0.931											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
l_p,int, Pedestrian LOS Score for Intersectio	1.762	2.649	3.871	3.807
Crosswalk LOS	A	B	D	D
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667	883	700
d_b, Bicycle Delay [s]	26.66	26.66	18.70	25.35
l_b,int, Bicycle LOS Score for Intersection	1.583	2.513	3.388	2.822
Bicycle LOS	A	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 6: Warren Rd/SR-74

Control Type:	Signalized	Delay (sec / veh):	51.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.808

Intersection Setup

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	210.00	100.00	105.00	105.00	100.00	100.00	510.00	100.00	100.00	485.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	105.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Warren Rd			Warren Rd			SR-74			SR-74		
Base Volume Input [veh/h]	227	281	280	29	176	158	158	970	176	185	762	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	66	12	49	120	12	0	0	241	78	41	235	117
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	82	0	0	40	0	0	64	0	0	34
Total Hourly Volume [veh/h]	293	293	247	149	188	118	158	1211	190	226	997	101
Peak Hour Factor	0.8770	0.8770	0.8770	0.8640	0.8640	0.8640	0.9720	0.9720	0.9720	0.8940	0.8940	0.8940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	84	70	43	54	34	41	311	49	63	279	28
Total Analysis Volume [veh/h]	334	334	282	172	218	137	163	1246	195	253	1115	113
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	7	30	0	5	28	0	11	32	0	7	28	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	28	34	0	26	32	0	25	39	0	21	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	27	0	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	22	22	14	12	12	13	51	51	17	55	55
g / C, Green / Cycle	0.20	0.18	0.18	0.11	0.10	0.10	0.11	0.43	0.43	0.14	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.19	0.09	0.16	0.10	0.06	0.08	0.09	0.38	0.39	0.14	0.33	0.34
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	1750	1900	1800	1750	1900	1800
c, Capacity [veh/h]	349	703	324	200	381	175	191	809	766	248	870	824
d1, Uniform Delay [s]	47.55	43.70	47.51	52.17	51.52	52.69	52.49	32.15	32.69	51.50	26.18	26.58
k, delay calibration	0.41	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.43	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	34.19	0.50	7.24	10.16	1.36	7.36	10.22	15.35	18.97	58.69	4.97	5.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.48	0.87	0.86	0.57	0.78	0.85	0.90	0.93	1.02	0.71	0.74
d, Delay for Lane Group [s/veh]	81.74	44.20	54.75	62.33	52.88	60.05	62.72	47.50	51.66	110.19	31.15	32.38
Lane Group LOS	F	D	D	E	D	E	E	D	D	F	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.13	4.49	8.81	5.43	3.08	4.22	5.20	21.67	22.06	11.20	14.38	14.39
50th-Percentile Queue Length [ft/ln]	328.30	112.37	220.34	135.71	76.90	105.50	129.94	541.74	551.56	280.03	359.45	359.86
95th-Percentile Queue Length [veh/ln]	19.07	7.97	13.68	9.25	5.54	7.59	8.94	29.30	29.77	16.86	20.60	20.62
95th-Percentile Queue Length [ft/ln]	476.87	199.29	342.06	231.23	138.42	189.73	223.41	732.60	744.14	421.38	514.92	515.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	81.74	44.20	54.75	62.33	52.88	60.05	62.72	49.22	51.66	110.19	31.70	32.38
Movement LOS	F	D	D	E	D	E	E	D	D	F	C	C
d_A, Approach Delay [s/veh]	60.53			57.83			50.89			45.16		
Approach LOS	E			E			D			D		
d_I, Intersection Delay [s/veh]	51.84											
Intersection LOS	D											
Intersection V/C	0.808											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.33	51.33	51.33	51.33
l_p,int, Pedestrian LOS Score for Intersectio	2.871	2.886	3.451	3.435
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	467	583	517
d_b, Bicycle Delay [s]	33.75	35.26	30.10	33.00
l_b,int, Bicycle LOS Score for Intersection	2.411	2.027	2.936	2.809
Bicycle LOS	B	B	C	C

Sequence

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



Intersection Level Of Service Report
Intersection 7: Warren Rd/Stetson Ave

Control Type:	All-way stop	Delay (sec / veh):	187.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.697

Intersection Setup

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00			55.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Base Volume Input [veh/h]	3	334	66	226	327	37	48	111	7	87	82	231
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	88	27	51	79	0	0	0	0	19	0	39
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	422	93	277	406	37	48	111	7	106	82	270
Peak Hour Factor	0.8840	0.8840	0.8840	0.9490	0.9490	0.9490	0.9170	0.9170	0.9170	0.8840	0.8840	0.8840
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	119	26	73	107	10	13	30	2	30	23	76
Total Analysis Volume [veh/h]	3	477	105	292	428	39	52	121	8	120	93	305
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	585	759	382	397	448
Degree of Utilization, x	1.28	1.70	0.47	0.30	0.89

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	24.93	45.25	2.46	1.25	9.48
95th-Percentile Queue Length [ft]	623.15	1131.13	61.56	31.36	237.07
Approach Delay [s/veh]	167.33	343.03	20.64	40.20	
Approach LOS	F	F	C	E	
Intersection Delay [s/veh]	187.37				
Intersection LOS	F				

Intersection Level Of Service Report
Intersection 8: Warren Rd/Mustang Way

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.407

Intersection Setup

Name	Warren Rd		Warren Rd		Mustang Way	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0
Entry Pocket Length [ft]	190.00	100.00	105.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	500.00	0.00	0.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		Yes		Yes	

Volumes

Name	Warren Rd		Warren Rd		Mustang Way	
Base Volume Input [veh/h]	315	279	41	343	150	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	104	50	20	78	38	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	419	329	61	421	188	68
Peak Hour Factor	0.9290	0.9290	0.7770	0.7770	0.8810	0.8810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	89	20	135	53	19
Total Analysis Volume [veh/h]	451	354	79	542	213	77
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	0	5	2	7	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	0	5	10	5	5
Maximum Green [s]	19	0	10	33	19	19
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	23	0	10	33	27	27
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
l1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
l2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
C, Cycle Length [s]	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	35	35	4	43	9	17
g / C, Green / Cycle	0.59	0.59	0.06	0.71	0.15	0.28
(v / s)_i Volume / Saturation Flow Rate	0.21	0.22	0.05	0.29	0.12	0.04
s, saturation flow rate [veh/h]	1900	1800	1750	1900	1750	1750
c, Capacity [veh/h]	1109	1051	110	1355	269	495
d1, Uniform Delay [s]	6.60	6.70	27.60	3.46	24.47	16.13
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.92	1.06	8.56	0.88	5.22	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.38	0.72	0.40	0.79	0.16
d, Delay for Lane Group [s/veh]	7.52	7.76	36.17	4.34	29.68	16.28
Lane Group LOS	A	A	D	A	C	B
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.76	1.81	1.22	0.90	3.06	0.73
50th-Percentile Queue Length [ft/ln]	44.05	45.25	30.55	22.59	76.46	18.34
95th-Percentile Queue Length [veh/ln]	3.17	3.26	2.20	1.63	5.51	1.32
95th-Percentile Queue Length [ft/ln]	79.30	81.45	54.98	40.66	137.63	33.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.54	7.76	36.17	4.34	29.68	16.28
Movement LOS	A	A	D	A	C	B
d_A, Approach Delay [s/veh]	7.64		8.39		26.12	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	11.03					
Intersection LOS	B					
Intersection V/C	0.407					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	21.68	21.68
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.625	2.317
Crosswalk LOS	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	967	767
d_b, Bicycle Delay [s]	14.01	8.01	11.41
l_b,int, Bicycle LOS Score for Intersection	2.224	2.584	1.560
Bicycle LOS	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Project Dwy-1/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.126

Intersection Setup

Name			Simpson Rd		Simpson Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Simpson Rd		Simpson Rd	
Base Volume Input [veh/h]	0	0	320	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	44	3	56	19	14	46
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	3	376	19	14	529
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	1	99	5	4	139
Total Analysis Volume [veh/h]	46	3	396	20	15	557
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	16.27	10.89	0.00	0.00	8.16	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.44	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	11.06	11.06	0.00	0.00	0.99	0.00
d_A, Approach Delay [s/veh]	15.94		0.00		0.21	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.87					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 10: Project Dwy-2/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name			Simpson Rd			
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name			Simpson Rd			
Base Volume Input [veh/h]	0	0	320	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	59	0	25	60
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	379	0	25	543
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	100	0	7	143
Total Analysis Volume [veh/h]	0	5	399	0	26	572
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	15.31	9.45	0.00	0.00	8.15	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	0.46	0.46	0.00	0.00	1.70	0.00
d_A, Approach Delay [s/veh]	9.45		0.00		0.35	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.26					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 11: Project Dwy-3/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.101

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	320	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	78	63	0	0	85
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	78	383	0	0	568
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	101	0	0	149
Total Analysis Volume [veh/h]	0	82	403	0	0	598
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	9.93	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.34	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.39	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.93		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project Dwy-4/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

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

Volumes

Name						
Base Volume Input [veh/h]	0	0	320	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	8	133	8	15	71
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	8	453	8	15	554
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	119	2	4	146
Total Analysis Volume [veh/h]	15	8	477	8	16	583
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	16.97	10.31	0.00	0.00	8.40	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	4.61	4.61	0.00	0.00	1.13	0.00
d_A, Approach Delay [s/veh]	14.65		0.00		0.22	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.43					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 13: Project Dwy-5/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	320	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	141	0	0	85
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	23	461	0	0	568
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	121	0	0	149
Total Analysis Volume [veh/h]	0	24	485	0	0	598
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	9.90	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.45	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.90		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project Dwy-6/Simpson Rd

Control Type:	Two-way stop	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name					Warren Rd	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	300.00
Speed [mph]	30.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name					Warren Rd	
Base Volume Input [veh/h]	0	0	605	0	0	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	159	4	0	84
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	0	764	4	0	567
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	201	1	0	149
Total Analysis Volume [veh/h]	7	0	804	4	0	597
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

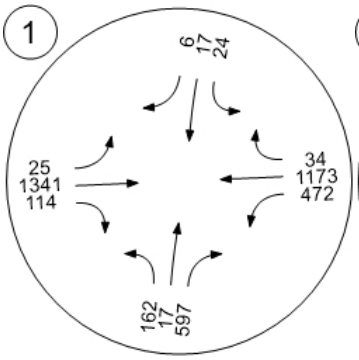
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	22.88	11.58	0.00	0.00	9.36	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.60	2.60	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	22.88		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	C					

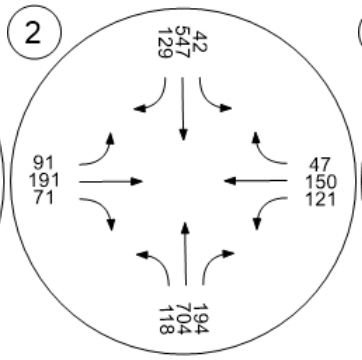
Traffic Volume - Future Total Volume



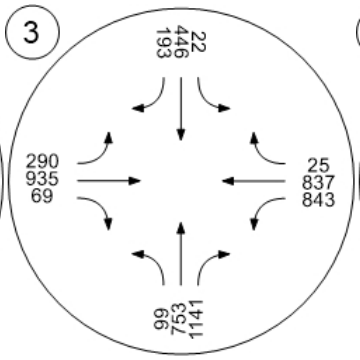
SR-79/SR-74



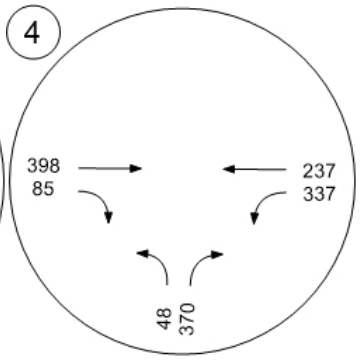
SR-79/Simpson Rd



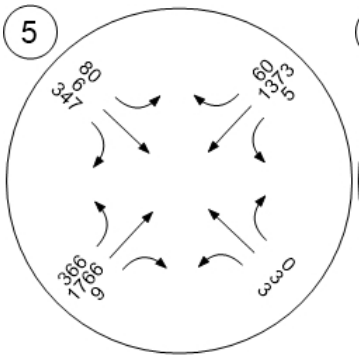
SR-79/Domenigoni Pkwy



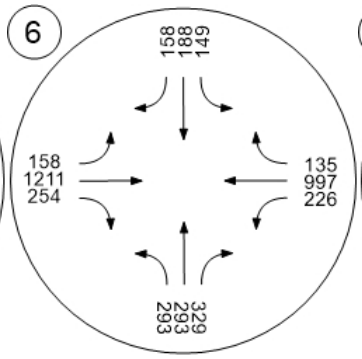
Warren Rd/Simpson Rd



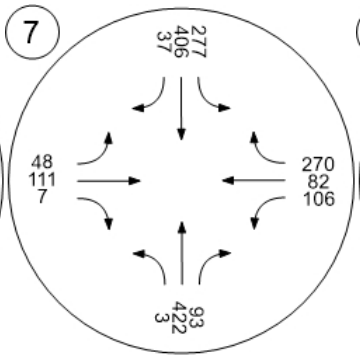
Warren Rd/Domenigoni Pkwy



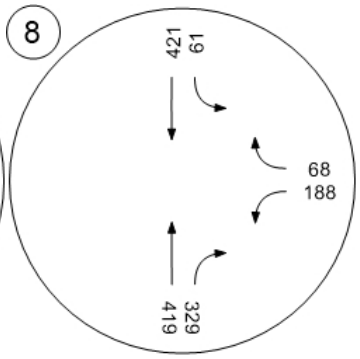
Warren Rd/SR-74



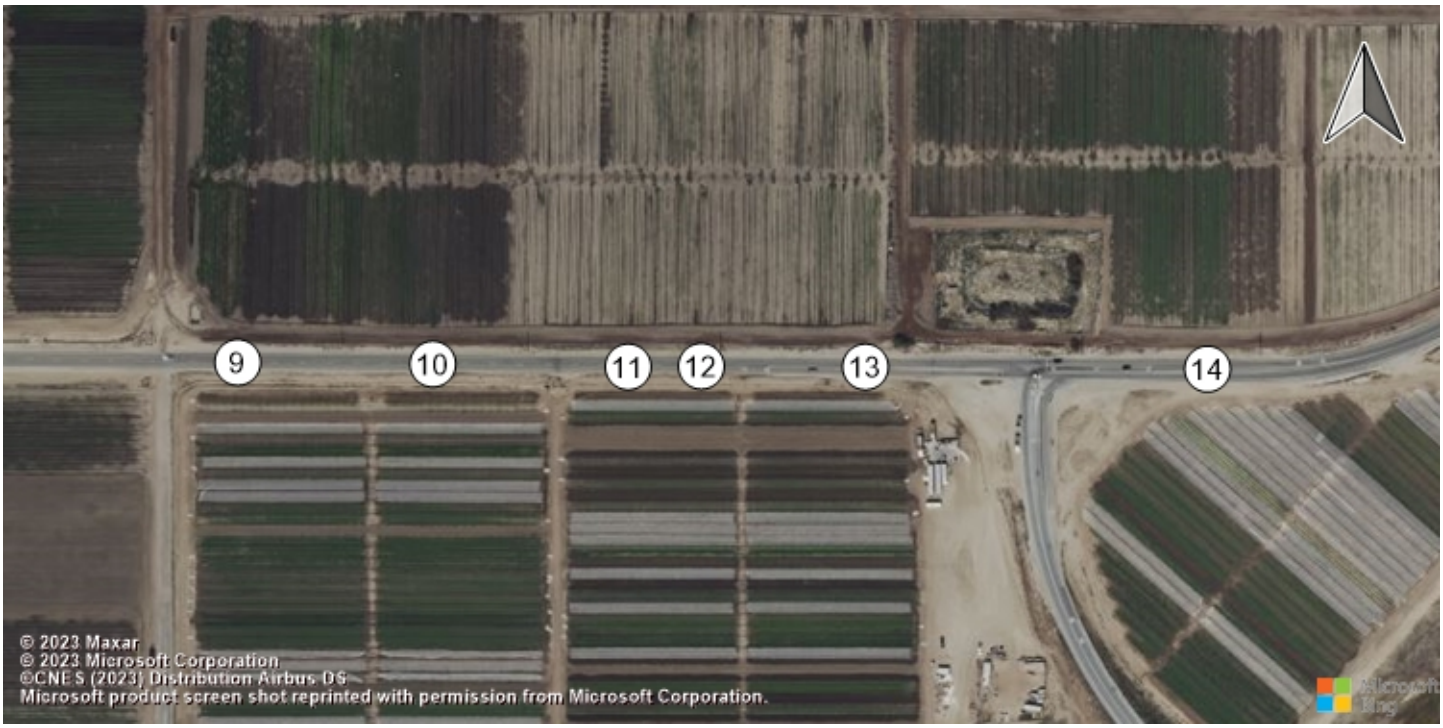
Warren Rd/Stetson Ave



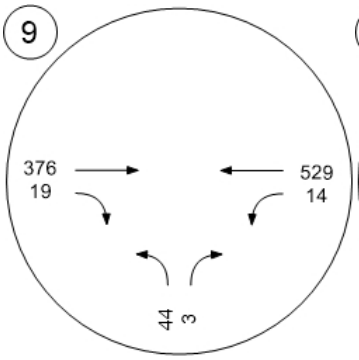
Warren Rd/Mustang Way



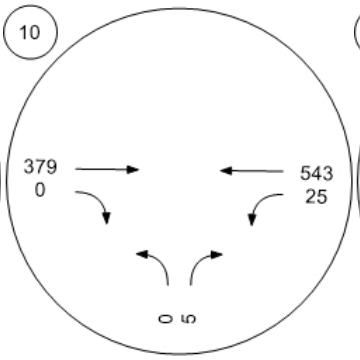
Traffic Volume - Future Total Volume



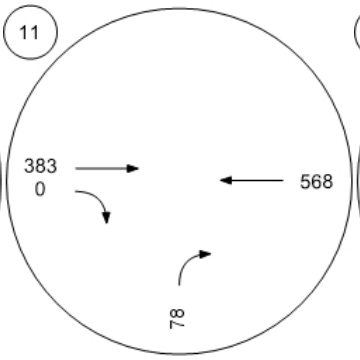
Project Dwy-1/Simpson Rd



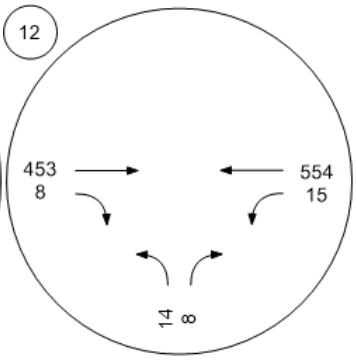
Project Dwy-2/Simpson Rd



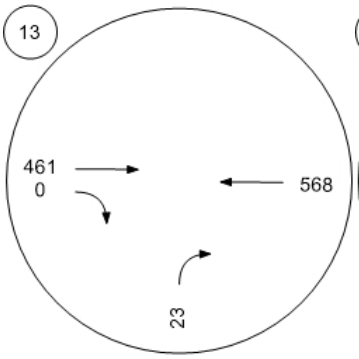
Project Dwy-3/Simpson Rd



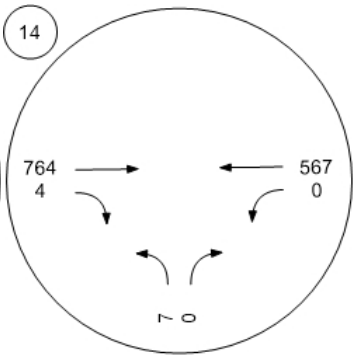
Project Dwy-4/Simpson Rd



Project Dwy-5/Simpson Rd



Project Dwy-6/Simpson Rd



Option 1: Copy of SR-79/Domenigoni Pkwy

Number	3											
Intersection	SR-79/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	74	283	704	48	692	265	190	886	166	838	972	33
Total Analysis Volume [veh/h]	79	337	756	53	773	291	203	962	177	976	1139	38

Intersection Settings

Cycle Length [s]	135
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	9	47	6	5	43	6	6	26	9	6	26	5
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	12	51	44	10	49	14	14	30	12	44	60	10
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.06	0.36	0.69	0.04	0.34	0.44	0.07	0.19	0.27	0.30	0.41	0.48
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.43	0.03	0.20	0.17	0.06	0.17	0.10	0.31	0.20	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
[illegible]	1750	2800	1750	1750	2800	1750	2150	5700	1750	2150	5700	1750

s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
c, Capacity [veh/h]	104	1366	1199	69	1290	776	233	1062	482	933	2329	836
X, volume / capacity	0.76	0.25	0.63	0.77	0.60	0.38	0.87	0.91	0.37	1.05	0.49	0.05
d, Delay for Lane Group [s/veh]	77.24	30.82	14.28	81.67	39.02	26.48	71.44	57.01	41.60	75.16	29.66	18.85
Lane Group LOS	E	C	B	F	D	C	E	E	D	F	C	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.97	3.69	10.55	2.06	10.21	6.02	3.59	10.37	4.76	18.12	8.44	0.59
50th-Percentile Queue Length [ft/ln]	74.28	92.27	263.77	51.46	255.20	150.48	89.80	259.20	119.02	452.91	210.96	14.83
95th-Percentile Queue Length [veh/ln]	5.35	6.64	15.88	3.71	15.45	10.04	6.47	15.65	8.34	25.81	13.20	1.07
95th-Percentile Queue Length [ft/ln]	133.71	166.08	396.95	92.63	386.20	251.06	161.64	391.22	208.47	645.31	330.06	26.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	77.24	30.82	14.28	81.67	39.02	26.48	71.44	57.01	41.60	75.16	29.66	18.85
Movement LOS	E	C	B	F	D	C	E	E	D	F	C	B
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	23.28			37.78			57.16			50.10		
Approach LOS	C			D			E			D		
d_I, Intersection Delay [s/veh]	43.92											
Intersection LOS	D											
Intersection V/C	0.806											

Option 1: MIT- Warren Rd/Domenigoni Pkwy

Number	5											
Intersection	Warren Rd/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	5	2	0	79	2	306	293	1338	0	0	1585	111
Total Analysis Volume [veh/h]	9	3	0	99	2	376	327	1414	0	0	1865	141

Intersection Settings

Cycle Length [s]	115
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	44	0	0	44	0	44	28	0	43	27	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.29	0.29	0.21	0.61	0.61	0.00	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.01	0.27	0.19	0.37	0.00	0.00	0.35	0.38
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
c, saturation flow rate [veh/h]	1750	1750	1750	3200	1750	1750	3200	1900

s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1800
c, Capacity [veh/h]	563	546	359	2300	1059	0	1521	721
X, volume / capacity	0.02	0.87	0.91	0.61	0.00	0.00	0.87	0.94
d, Delay for Lane Group [s/veh]	29.17	51.26	54.41	15.50	0.00	0.00	39.05	54.68
Lane Group LOS	C	D	D	B	A	A	D	D
Critical Lane Group	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.23	13.96	9.38	9.55	0.00	0.00	16.55	20.25
50th-Percentile Queue Length [ft/ln]	5.69	349.10	234.39	238.76	0.00	0.00	413.76	506.15
95th-Percentile Queue Length [veh/ln]	0.41	20.09	14.40	14.62	0.00	0.00	23.22	27.63
95th-Percentile Queue Length [ft/ln]	10.24	502.31	359.93	365.46	0.00	0.00	580.55	690.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.17	29.17	29.17	51.26	51.26	51.26	54.41	15.50	0.00	0.00	43.54	54.68
Movement LOS	C	C	C	D	D	D	D	B	A	A	D	D
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	29.17			51.26			22.81			44.32		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	36.22											
Intersection LOS	D											
Intersection V/C	0.835											

Option 3: Copy of Warren Rd/Stetson Ave

Number	7											
Intersection	Warren Rd/Stetson Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	334	92	189	271	32	41	63	2	67	73	236
Total Analysis Volume [veh/h]	3	389	107	232	387	39	54	82	3	89	79	256

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	0	24	0	0	24	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	32	0	0	32	0	0	28	0	0	28	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.47	0.47	0.47	0.47	0.40	0.40	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.00	0.28	0.13	0.24	0.03	0.05	0.05	0.19
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3		3	
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	1800	1750	1800

s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	1800	1750	1800
c, Capacity [veh/h]	589	840	523	840	522	720	710	720
X, volume / capacity	0.01	0.59	0.44	0.51	0.10	0.12	0.13	0.47
d, Delay for Lane Group [s/veh]	8.56	14.82	12.55	13.36	11.54	11.67	11.74	15.43
Lane Group LOS	A	B	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.02	4.04	1.70	3.23	0.40	0.62	0.65	2.99
50th-Percentile Queue Length [ft/ln]	0.43	101.06	42.40	80.66	10.09	15.52	16.34	74.65
95th-Percentile Queue Length [veh/ln]	0.03	7.28	3.05	5.81	0.73	1.12	1.18	5.38
95th-Percentile Queue Length [ft/ln]	0.77	181.90	76.32	145.18	18.16	27.93	29.42	134.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.56	14.82	14.82	12.55	13.36	13.36	11.54	11.67	11.67	11.74	15.43	15.43
Movement LOS	A	B	B	B	B	B	B	B	B	B	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	14.78			13.08			11.62			14.65		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	13.84											
Intersection LOS	B											
Intersection V/C	0.462											

Option 1: Copy of SR-79/Domenigoni Pkwy

Number	3											
Intersection	SR-79/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	99	704	1056	22	386	168	261	873	69	778	774	25
Total Analysis Volume [veh/h]	104	758	1113	26	493	197	293	989	77	827	843	27

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	12	47	6	5	40	6	6	26	12	6	26	5
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	16	51	30	9	44	30	30	30	16	30	30	9
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.07	0.43	0.68	0.02	0.38	0.53	0.12	0.20	0.30	0.22	0.30	0.35
(v / s)_i Volume / Saturation Flow Rate	0.06	0.20	0.64	0.01	0.13	0.11	0.09	0.17	0.04	0.26	0.15	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750

s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
c, Capacity [veh/h]	129	1628	1187	43	1439	927	370	1124	533	682	1689	620
X, volume / capacity	0.80	0.47	0.94	0.61	0.34	0.21	0.79	0.88	0.14	1.21	0.50	0.04
d, Delay for Lane Group [s/veh]	66.28	25.45	31.94	71.11	27.26	15.48	55.36	49.21	30.48	146.80	35.09	25.45
Lane Group LOS	E	C	C	E	C	B	E	D	C	F	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.33	7.12	23.98	0.90	4.72	2.62	4.23	9.14	1.53	18.88	6.29	0.47
50th-Percentile Queue Length [ft/ln]	83.37	177.88	599.51	22.41	118.12	65.58	105.70	228.52	38.13	472.12	157.23	11.81
95th-Percentile Queue Length [veh/ln]	6.00	11.49	32.01	1.61	8.29	4.72	7.60	14.10	2.75	28.67	10.40	0.85
95th-Percentile Queue Length [ft/ln]	150.07	287.25	800.29	40.33	207.25	118.05	190.00	352.48	68.64	716.77	260.05	21.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.28	25.45	31.94	71.11	27.26	15.48	55.36	49.21	30.48	146.80	35.09	25.45
Movement LOS	E	C	C	E	C	B	E	D	C	F	D	C
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	31.26			25.61			49.47			89.38		
Approach LOS	C			C			D			F		
d_I, Intersection Delay [s/veh]	52.02											
Intersection LOS	D											
Intersection V/C	0.913											

Option 1: Copy of Warren Rd/Domenigoni Pkwy

Number	5											
Intersection	Warren Rd/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	3	0	68	6	309	327	1658	9	5	1283	55
Total Analysis Volume [veh/h]	7	7	0	107	8	438	347	1716	9	5	1365	64

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	44	0	0	44	0	29	59	0	17	47	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.33	0.33	0.21	0.57	0.57	0.01	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.01	0.32	0.20	0.45	0.01	0.00	0.25	0.27
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
c, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1900

s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1800
c, Capacity [veh/h]	619	610	362	2149	989	11	1387	657
X, volume / capacity	0.02	0.91	0.96	0.80	0.01	0.45	0.68	0.74
d, Delay for Lane Group [s/veh]	27.31	56.77	80.53	23.87	11.41	84.77	34.91	40.38
Lane Group LOS	C	E	F	C	B	F	C	D
Critical Lane Group	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.26	17.76	12.86	16.62	0.10	0.22	11.03	12.41
50th-Percentile Queue Length [ft/ln]	6.54	444.09	321.45	415.45	2.38	5.57	275.66	310.32
95th-Percentile Queue Length [veh/ln]	0.47	24.68	18.74	23.30	0.17	0.40	16.47	18.19
95th-Percentile Queue Length [ft/ln]	11.78	616.90	468.47	582.59	4.28	10.02	411.80	454.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.31	27.31	27.31	56.77	56.77	56.77	80.53	23.87	11.41	84.77	36.60	40.38
Movement LOS	C	C	C	E	E	E	F	C	B	F	D	D
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	27.31			56.77			33.30			36.93		
Approach LOS	C			E			C			D		
d_I, Intersection Delay [s/veh]	37.75											
Intersection LOS	D											
Intersection V/C	0.784											

Option 3: Copy of Warren Rd/Stetson Ave

Number	7											
Intersection	Warren Rd/Stetson Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	334	66	226	327	37	48	111	7	87	82	231
Total Analysis Volume [veh/h]	3	439	96	238	371	39	52	121	8	105	93	261

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	0	24	0	0	24	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	32	0	0	32	0	0	28	0	0	28	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.47	0.47	0.47	0.47	0.40	0.40	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.00	0.30	0.14	0.23	0.03	0.07	0.06	0.20
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3		3	
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	1800	1750	1800

s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	1800	1750	1800
c, Capacity [veh/h]	603	840	484	840	505	720	681	720
X, volume / capacity	0.00	0.64	0.49	0.49	0.10	0.18	0.15	0.49
d, Delay for Lane Group [s/veh]	8.56	15.82	13.43	13.08	11.54	12.18	11.97	15.84
Lane Group LOS	A	B	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.02	4.56	1.82	3.06	0.39	0.97	0.78	3.21
50th-Percentile Queue Length [ft/ln]	0.43	114.09	45.45	76.43	9.75	24.29	19.61	80.35
95th-Percentile Queue Length [veh/ln]	0.03	8.07	3.27	5.50	0.70	1.75	1.41	5.79
95th-Percentile Queue Length [ft/ln]	0.77	201.68	81.81	137.58	17.55	43.72	35.30	144.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.56	15.82	15.82	13.43	13.08	13.08	11.54	12.18	12.18	11.97	15.84	15.84
Movement LOS	A	B	B	B	B	B	B	B	B	B	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	15.78			13.21			12.00			14.95		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	14.28											
Intersection LOS	B											
Intersection V/C	0.494											

Option 2: Copy of SR-79/SR-74

Number	1											
Intersection	SR-79/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	118	16	354	22	18	6	14	891	141	523	945	36
Total Analysis Volume [veh/h]	132	17	403	27	22	7	17	1315	191	602	1276	39

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	6	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Maximum Green [s]	0	26	26	0	26	0	5	19	0	8	22	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	17	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	30	30	0	30	0	48	44	0	46	42	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	10	0	10	0	5	10	0	5	10	0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.22	0.22	0.60	0.22	0.22	0.02	0.33	0.33	0.35	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.08	0.01	0.23	0.02	0.02	0.01	0.35	0.11	0.34	0.35	0.37
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3		3			3		
c, saturation flow rate [veh/h]	1750	1900	1750	1750	1900	1750	3800	1750	1750	1900	1900

s, saturation flow rate [veh/h]	1750	1900	1750	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	388	412	1050	398	390	34	1267	583	613	1261	1195
X, volume / capacity	0.34	0.04	0.38	0.07	0.07	0.50	1.04	0.33	0.98	0.52	0.55
d, Delay for Lane Group [s/veh]	42.20	37.34	13.54	37.72	37.79	69.24	63.32	30.26	69.26	10.72	11.18
Lane Group LOS	D	D	B	D	D	E	F	C	E	B	B
Critical Lane Group	No	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.57	0.42	5.78	0.67	0.72	0.62	22.47	4.20	22.45	8.47	8.76
50th-Percentile Queue Length [ft/ln]	89.31	10.50	144.53	16.83	18.12	15.39	561.85	104.97	561.15	211.74	218.90
95th-Percentile Queue Length [veh/ln]	6.43	0.76	9.72	1.21	1.30	1.11	31.03	7.56	30.22	13.24	13.61
95th-Percentile Queue Length [ft/ln]	160.75	18.90	243.11	30.30	32.61	27.70	775.63	188.94	755.40	331.06	340.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.20	37.34	13.54	37.72	37.79	37.79	69.24	63.32	30.26	69.26	10.94	11.18
Movement LOS	D	D	B	D	D	D	E	F	C	E	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	Yes	No	No
d_A, Approach Delay [s/veh]	21.12			37.76			59.24			29.26		
Approach LOS	C			D			E			C		
d_I, Intersection Delay [s/veh]	39.55											
Intersection LOS	D											
Intersection V/C	0.836											

Option 1: Copy of SR-79/Domenigoni Pkwy

Number	3											
Intersection	SR-79/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	74	283	704	48	692	265	190	886	166	838	972	33
Total Analysis Volume [veh/h]	79	354	805	53	805	318	221	995	177	1062	1193	38

Intersection Settings

Cycle Length [s]	155
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	9	47	6	5	43	6	6	26	9	6	26	5
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	14	51	57	15	52	18	18	32	14	57	71	15
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.06	0.33	0.70	0.04	0.31	0.43	0.09	0.18	0.27	0.34	0.43	0.50
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.46	0.03	0.21	0.18	0.07	0.17	0.10	0.34	0.21	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750

s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
c, Capacity [veh/h]	113	1271	1229	69	1177	745	285	1030	474	1077	2464	871
X, volume / capacity	0.70	0.28	0.66	0.76	0.68	0.43	0.78	0.97	0.37	0.99	0.48	0.04
d, Delay for Lane Group [s/veh]	82.86	38.40	15.46	89.38	50.10	33.01	73.52	70.34	48.07	60.52	31.74	20.00
Lane Group LOS	F	D	B	F	D	C	E	E	D	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.33	4.81	13.34	2.32	13.42	8.24	4.30	13.07	5.59	20.59	10.08	0.67
50th-Percentile Queue Length [ft/ln]	83.32	120.29	333.56	57.97	335.53	205.93	107.55	326.82	139.87	514.75	251.89	16.79
95th-Percentile Queue Length [veh/ln]	6.00	8.41	19.33	4.17	19.43	12.94	7.70	19.00	9.47	28.03	15.28	1.21
95th-Percentile Queue Length [ft/ln]	149.98	210.22	483.32	104.34	485.74	323.60	192.60	475.06	236.85	700.79	382.04	30.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	82.86	38.40	15.46	89.38	50.10	33.01	73.52	70.34	48.07	60.52	31.74	20.00
Movement LOS	F	D	B	F	D	C	E	E	D	E	C	C
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	26.32			47.25			68.02			44.88		
Approach LOS	C			D			E			D		
d_I, Intersection Delay [s/veh]	46.85											
Intersection LOS	D											
Intersection V/C	0.839											

Option 2: Copy of Warren Rd/Domenigoni Pkwy

Number	5											
Intersection	Warren Rd/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	5	2	0	79	2	306	293	1338	0	0	1585	111
Total Analysis Volume [veh/h]	9	3	0	99	2	408	337	1484	0	0	1975	141

Intersection Settings

Cycle Length [s]	110
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	40	0	0	40	0	6	13	0	10	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	44	0	0	44	0	25	40	0	36	51	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		Yes	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.31	0.31	0.19	0.58	0.58	0.62	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.01	0.29	0.19	0.39	0.00	0.00	0.37	0.40
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
c, saturation flow rate [veh/h]	1750	1750	1750	3200	1750	1750	3200	1900

s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1800
c, Capacity [veh/h]	598	580	332	2211	1018	709	1489	705
X, volume / capacity	0.02	0.88	1.01	0.67	0.00	0.00	0.94	1.01
d, Delay for Lane Group [s/veh]	26.44	48.54	94.32	17.43	0.00	0.00	45.07	70.98
Lane Group LOS	C	D	F	B	A	A	D	F
Critical Lane Group	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.21	14.12	12.91	10.61	0.00	0.00	18.32	23.74
50th-Percentile Queue Length [ft/ln]	5.22	352.98	322.65	265.33	0.00	0.00	457.94	593.38
95th-Percentile Queue Length [veh/ln]	0.38	20.28	18.94	15.96	0.00	0.00	25.34	32.06
95th-Percentile Queue Length [ft/ln]	9.39	507.04	473.43	398.90	0.00	0.00	633.42	801.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.44	26.44	26.44	48.54	48.54	48.54	94.32	17.43	0.00	0.00	52.61	70.98
Movement LOS	C	C	C	D	D	D	F	B	A	A	D	E
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	26.44			48.54			31.66			53.84		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	44.10											
Intersection LOS	D											
Intersection V/C	0.881											

Option 3: Copy of Warren Rd/Stetson Ave

Number	7											
Intersection	Warren Rd/Stetson Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	334	92	189	271	32	41	63	2	67	73	236
Total Analysis Volume [veh/h]	3	440	120	267	415	39	54	82	3	94	79	305

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	0	24	0	0	24	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	32	0	0	32	0	0	28	0	0	28	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.47	0.47	0.47	0.47	0.40	0.40	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.00	0.31	0.15	0.25	0.03	0.05	0.05	0.21
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3		3	
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	1800	1750	1800

s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	1800	1750	1800
c, Capacity [veh/h]	564	840	457	840	477	720	710	720
X, volume / capacity	0.01	0.67	0.58	0.54	0.11	0.12	0.13	0.53
d, Delay for Lane Group [s/veh]	8.57	16.56	15.46	13.90	11.63	11.67	11.80	16.55
Lane Group LOS	A	B	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.02	4.93	2.22	3.54	0.41	0.62	0.69	3.59
50th-Percentile Queue Length [ft/ln]	0.43	123.26	55.43	88.42	10.24	15.52	17.32	89.85
95th-Percentile Queue Length [veh/ln]	0.03	8.57	3.99	6.37	0.74	1.12	1.25	6.47
95th-Percentile Queue Length [ft/ln]	0.78	214.29	99.78	159.15	18.43	27.93	31.18	161.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.57	16.56	16.56	15.46	13.90	13.90	11.63	11.67	11.67	11.80	16.55	16.55
Movement LOS	A	B	B	B	B	B	B	B	B	B	B	B
Critical Movement	No	Yes	No	No	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	16.51			14.48			11.65			15.61		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	15.16											
Intersection LOS	B											
Intersection V/C	0.524											

Option 2: NEW MIT of SR-79/SR-74

Number	1											
Intersection	SR-79/SR-74											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79									SR-74		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	145	17	557	24	17	6	25	1062	105	433	911	34
Total Analysis Volume [veh/h]	164	17	605	31	22	8	28	1487	126	519	1290	37

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	6	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups			6,7									
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	5	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	17	0	21	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	30	30	0	30	0	58	49	0	41	32	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	10	0	10	0	5	10	0	5	10	0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.22	0.22	0.56	0.22	0.22	0.03	0.38	0.38	0.31	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.09	0.01	0.35	0.02	0.02	0.02	0.39	0.07	0.30	0.35	0.37
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3		3			3		
c, saturation flow rate [veh/h]	1750	1900	1750	1750	1900	1750	2800	1750	1750	1900	1900

s, saturation flow rate [veh/h]	1750	1900	1750	1750	1800	1750	3800	1750	1750	1900	1800
c, Capacity [veh/h]	387	412	977	398	390	47	1425	656	540	1247	1182
X, volume / capacity	0.42	0.04	0.62	0.08	0.08	0.59	1.04	0.19	0.96	0.53	0.56
d, Delay for Lane Group [s/veh]	44.01	37.34	20.84	37.86	37.82	69.09	62.23	25.39	68.57	11.30	11.78
Lane Group LOS	D	D	C	D	D	E	F	C	E	B	B
Critical Lane Group	No	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.57	0.42	11.75	0.78	0.75	0.99	25.36	2.46	19.04	8.86	9.15
50th-Percentile Queue Length [ft/ln]	114.16	10.50	293.66	19.38	18.76	24.76	633.96	61.57	476.08	221.57	228.72
95th-Percentile Queue Length [veh/ln]	8.07	0.76	17.37	1.40	1.35	1.78	34.65	4.43	26.20	13.74	14.11
95th-Percentile Queue Length [ft/ln]	201.77	18.90	434.18	34.89	33.76	44.57	866.22	110.82	655.00	343.62	352.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.01	37.34	20.84	37.86	37.82	37.82	69.09	62.23	25.39	68.57	11.53	11.78
Movement LOS	D	D	C	D	D	D	E	F	C	E	B	B
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	26.03			37.84			59.52			27.57		
Approach LOS	C			D			E			C		
d_I, Intersection Delay [s/veh]	39.53											
Intersection LOS	D											
Intersection V/C	0.921											

Option 1: FIXED SR-79/Domenigoni Pkwy

Number	3											
Intersection	SR-79/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	SR-79			SR-79			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	99	704	1056	22	386	168	261	873	69	778	774	25
Total Analysis Volume [veh/h]	104	793	1202	26	523	227	325	1049	77	896	889	27

Intersection Settings

Cycle Length [s]	185
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Overlap
Signal Group	1	6	7	5	2	3	3	8	1	7	4	5
Auxiliary Signal Groups			6,7			2,3			1,8			4,5
Maximum Green [s]	30	30	30	30	30	30	30	30	30	30	30	30
Amber [s]	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	42	0	0	35	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phasing & Timing: Pattern 1

Split [s]	20	55	62	12	47	30	30	56	20	62	88	12
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	5	5	10	5	5	10	5	5	10	5
Minimum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No	No	No	No	No	No	No

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.07	0.27	0.60	0.02	0.22	0.37	0.12	0.27	0.37	0.30	0.45	0.51
(v / s)_i Volume / Saturation Flow Rate	0.06	0.21	0.69	0.01	0.14	0.13	0.10	0.28	0.04	0.28	0.16	0.02
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3			3			3			3		
c, saturation flow rate [veh/h]	1750	2800	1750	1750	2800	1750	2150	2800	1750	2150	5700	1750

s, saturation flow rate [veh/h]	1750	3800	1750	1750	3800	1750	3150	3800	1750	3150	5700	1750
c, Capacity [veh/h]	122	1013	1053	37	829	650	365	1009	651	938	2550	885
X, volume / capacity	0.86	0.78	1.14	0.71	0.63	0.35	0.89	1.04	0.12	0.96	0.35	0.03
d, Delay for Lane Group [s/veh]	100.46	68.88	112.10	112.41	69.22	43.50	88.14	93.13	38.21	70.37	33.55	22.98
Lane Group LOS	F	E	F	F	E	D	F	F	D	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	5.31	17.47	64.23	1.44	11.24	7.53	7.81	26.37	2.25	20.65	8.41	0.58
50th-Percentile Queue Length [ft/ln]	132.74	436.85	1605.77	35.94	281.11	188.32	195.17	659.24	56.32	516.32	210.22	14.43
95th-Percentile Queue Length [veh/ln]	9.09	24.33	86.41	2.59	16.74	12.03	12.39	35.68	4.05	28.11	13.16	1.04
95th-Percentile Queue Length [ft/ln]	227.22	608.24	2160.34	64.70	418.59	300.85	309.72	891.90	101.37	702.64	329.11	25.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	100.46	68.88	112.10	112.41	69.22	43.50	88.14	93.13	38.21	70.37	33.55	22.98
Movement LOS	F	E	F	F	E	D	F	F	D	E	C	C
Critical Movement	No	No	No	Yes	No	No	No	No	No	No	No	No
d_A, Approach Delay [s/veh]	95.19			63.14			89.09			51.60		
Approach LOS	F			E			F			D		
d_I, Intersection Delay [s/veh]	76.83											
Intersection LOS	E											
Intersection V/C	0.595											

Option 1: MIT Warren Rd/Domenigoni Pkwy

Number	5											
Intersection	Warren Rd/Domenigoni Pkwy											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Domenigoni Pkwy			Domenigoni Pkwy		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	3	0	68	6	309	327	1658	9	5	1283	55
Total Analysis Volume [veh/h]	7	7	0	107	8	463	379	1828	9	5	1461	64

Intersection Settings

Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	0	40	0	0	40	0	6	13	0	5	12	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	35	0	0	35	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	44	0	0	44	0	30	57	0	19	46	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.33	0.33	0.22	0.56	0.56	0.01	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.01	0.33	0.22	0.48	0.01	0.00	0.27	0.29
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3	3	3			3		
c, saturation flow rate [veh/h]	1750	1750	1750	3200	1750	1750	3200	1900

s, saturation flow rate [veh/h]	1750	1750	1750	3800	1750	1750	3800	1800
c, Capacity [veh/h]	628	619	378	2129	981	11	1333	632
X, volume / capacity	0.02	0.93	1.00	0.86	0.01	0.45	0.76	0.82
d, Delay for Lane Group [s/veh]	26.90	61.52	91.56	27.12	11.68	84.82	38.41	46.85
Lane Group LOS	C	E	F	C	B	F	D	D
Critical Lane Group	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.26	19.44	15.09	19.34	0.10	0.22	12.51	14.48
50th-Percentile Queue Length [ft/ln]	6.48	485.95	377.35	483.48	2.42	5.57	312.82	361.88
95th-Percentile Queue Length [veh/ln]	0.47	26.67	21.51	26.55	0.17	0.40	18.31	20.71
95th-Percentile Queue Length [ft/ln]	11.67	666.72	537.74	663.78	4.35	10.02	457.85	517.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.90	26.90	26.90	61.52	61.52	61.52	91.56	27.12	11.68	84.82	41.03	46.85
Movement LOS	C	C	C	E	E	E	F	C	B	F	D	D
Critical Movement	No	No	No	No	No	No	Yes	No	No	No	No	No
d_A, Approach Delay [s/veh]	26.90			61.52			38.08			41.42		
Approach LOS	C			E			D			D		
d_I, Intersection Delay [s/veh]	42.35											
Intersection LOS	D											
Intersection V/C	0.834											

Option 3: Copy of Warren Rd/Stetson Ave

Number	7											
Intersection	Warren Rd/Stetson Ave											
Control Type	Signalized											
Analysis Method	HCM 7th Edition											
Name	Warren Rd			Warren Rd			Stetson Ave			Stetson Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Base Volume Input [veh/h]	3	334	66	226	327	37	48	111	7	87	82	231
Total Analysis Volume [veh/h]	3	477	105	292	428	39	52	121	8	120	93	305

Intersection Settings

Cycle Length [s]	60
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	29	0	0	29	0	0	23	0	0	23	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Phasing & Timing: Pattern 1

Split [s]	0	33	0	0	33	0	0	27	0	0	27	0
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

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

Lane Group Calculations

g / C, Green / Cycle	0.48	0.48	0.48	0.48	0.38	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.00	0.32	0.17	0.26	0.03	0.07	0.07	0.22
so, Base Saturation Flow per Lane [pc/h/ln]	1900	1900	1900	1900	1900	1900	1900	1900
Arrival type	3		3		3		3	
s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	1800	1750	1800

s, saturation flow rate [veh/h]	1750	1800	1750	1800	1750	1800	1750	1800
c, Capacity [veh/h]	591	870	475	870	426	690	649	690
X, volume / capacity	0.01	0.67	0.61	0.54	0.12	0.19	0.18	0.58
d, Delay for Lane Group [s/veh]	8.04	15.90	15.44	13.18	12.34	12.89	12.88	18.14
Lane Group LOS	A	B	B	B	B	B	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.02	4.93	2.38	3.47	0.42	1.02	0.95	3.98
50th-Percentile Queue Length [ft/ln]	0.41	123.29	59.47	86.69	10.42	25.40	23.72	99.57
95th-Percentile Queue Length [veh/ln]	0.03	8.57	4.28	6.24	0.75	1.83	1.71	7.17
95th-Percentile Queue Length [ft/ln]	0.74	214.34	107.05	156.04	18.76	45.72	42.69	179.23

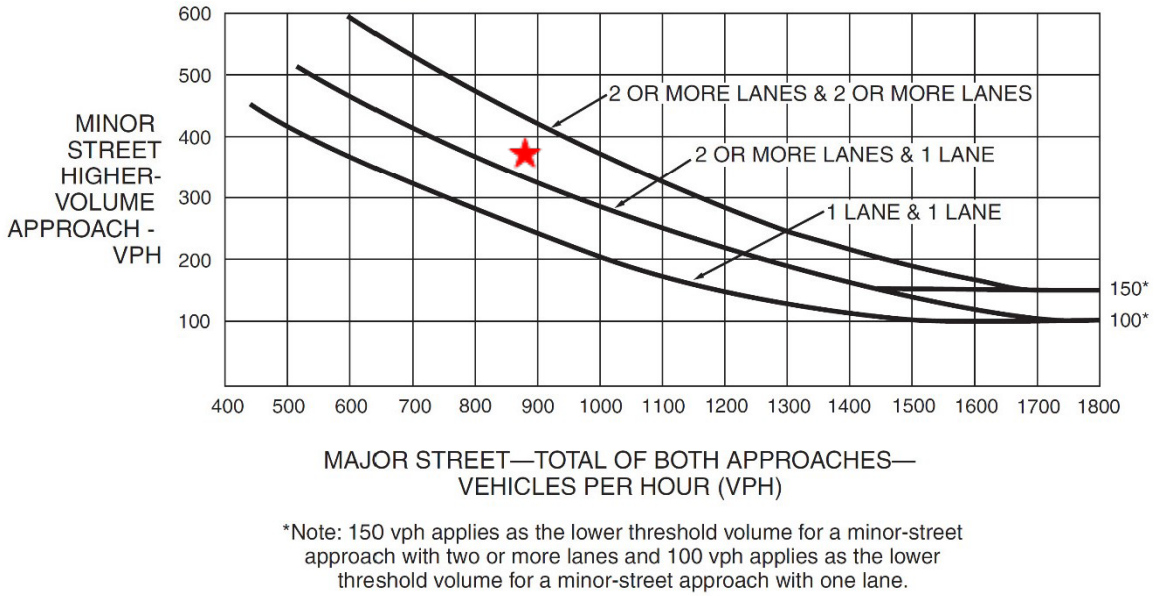
Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.04	15.90	15.90	15.44	13.18	13.18	12.34	12.89	12.89	12.88	18.14	18.14
Movement LOS	A	B	B	B	B	B	B	B	B	B	B	B
Critical Movement	No	No	No	No	No	No	No	No	No	No	No	Yes
d_A, Approach Delay [s/veh]	15.86			14.05			12.73			16.92		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	15.18											
Intersection LOS	B											
Intersection V/C	0.544											

Intersection #7 Warren Road/Stetson Avenue
Existing AM

Minor Street Approach - 362 vehicles
Major Street (Both Approaches) – 886 vehicles
Meets Warrant -Yes

Figure 4C-3. Warrant 3, Peak Hour

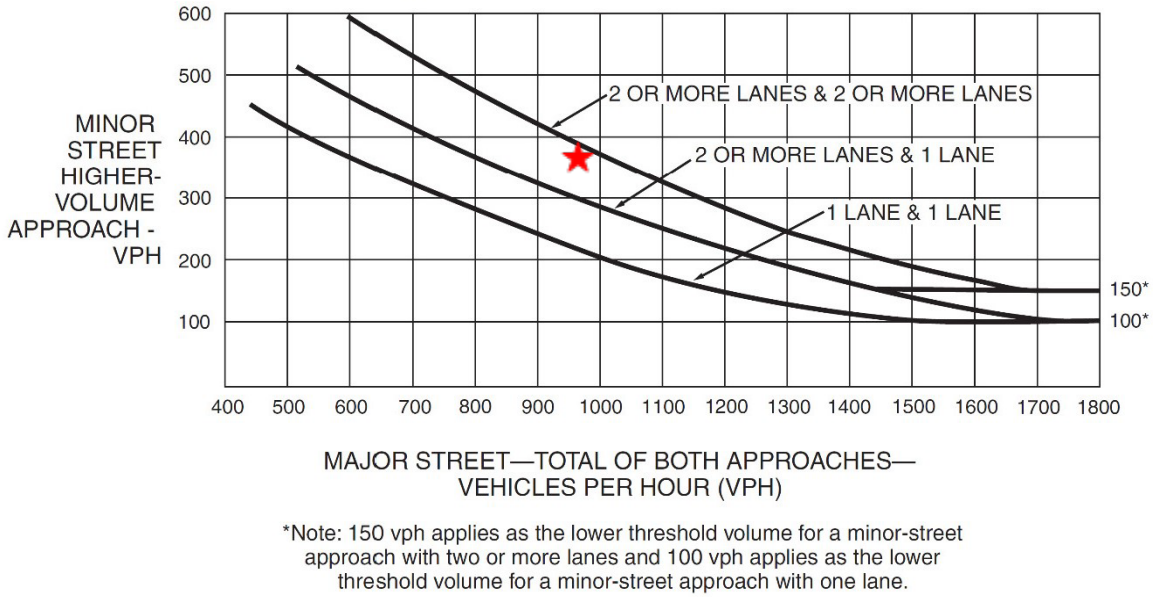


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Intersection #7 Warren Road/Stetson Avenue
Existing PM

Minor Street Approach - 386 vehicles
Major Street (Both Approaches) – 955 vehicles
Meets Warrant - Yes

Figure 4C-3. Warrant 3, Peak Hour



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