Appendix H:
Traffic Impact Analysis and Response to Comments Memo

THIS PAGE INTENTIONALLY LEFT BLANK

H.1 - Traffic Impact Analysis

THIS PAGE INTENTIONALLY LEFT BLANK

LINSCOTT
LAW &
GREENSPAN
engineers

TRAFFIC IMPACT ANALYSIS REPORT

ASHLEY WAY LOGISTICS CENTER

Colton, California

January 30, 2019

Prepared for:

First Carbon Solutions
250 Commerce, Suite 250
Irvine, CA 92602

LLG Ref. 2-18-4065-1

REGISTERED PROFESSIONAL ENGINEER
ZAWWAR SAIYED
ZS
TR. 2525
Exp. 6/30/19
TRAFFIC
STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
KEIL D. MABERRY, P.E.
No. 1802
Exp. 6/30/19
TRAFFIC
STATE OF CALIFORNIA

Prepared by:
Angela Besa, P.E.
Transportation Engineer II
&
Zawwar Saiyed, P.E.
Senior Transportation Engineer

Under the Supervision of:
Keil D. Maberry, P.E.
Principal

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

TABLE OF CONTENTS

SECTION	PAGE
Executive Summary	**xi**
1.0 Introduction	**1**
1.1 Study Area	1
1.2 Traffic Impact Analysis Components	2
1.3 Traffic Impact Analysis Scenarios	2
2.0 Project Description and Location	**4**
2.1 Site Access	4
3.0 Analysis Conditions and Methodology	**5**
3.1 Existing Street Network	5
3.2 Existing Traffic Volumes	5
3.3 Level Of Service (LOS) Analysis Methodologies	5
3.3.1 Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)	6
3.3.2 Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)	6
3.4 Impact Criteria and Thresholds	6
4.0 Traffic Forecasting Methodology	**9**
5.0 Project Traffic Characteristics	**10**
5.1 Project Trip Generation Forecast	10
5.2 Project Trip Distribution and Assignment	10
6.0 Future Traffic Conditions	**12**
6.1 Existing With Project Traffic Volumes	12
6.2 Year 2021 Without Project Traffic Volumes	12
6.2.1 Ambient Growth Traffic	12
6.2.2 Cumulative Projects Traffic	12
6.3 Year 2021 With Project Traffic Volumes	13
6.4 Year 2040 Travel Demand Model Methodology	13
6.4.1 Volume Adjustment	13
6.4.2 B-turn Methodology	13
6.5 Year 2040 Without Project Traffic Volumes	14
6.6 Year 2040 With Project Traffic Volumes	14
7.0 Existing Conditions Traffic Impact Analysis	**17**
7.1 Existing Conditions Intersection Capacity Analysis	17

TABLE OF CONTENTS (CONTINUED)

SECTION	PAGE
7.1.1 Existing Traffic Conditions	17
7.1.2 Existing With Project Traffic Conditions	17
8.0 Year 2021 Conditions Traffic Impact Analysis	**19**
8.1 Year 2021 Conditions Intersection Capacity Analysis	19
8.1.1 Year 2021 Without Project Traffic Conditions	19
8.1.2 Year 2021 With Project Traffic Conditions	19
9.0 Year 2040 Conditions Traffic Impact Analysis	**21**
9.1 Year 2040 Conditions Intersection Capacity Analysis	21
9.1.1 Year 2040 Without Project Traffic Conditions	21
9.1.2 Year 2040 With Project Traffic Conditions	21
10.0 Planned and Recommended Improvements	**23**
10.1 Existing With Project Traffic Conditions	23
10.2 Year 2021 With Project Traffic Conditions	23
10.3 Year 2040 With Project Traffic Conditions	23
11.0 Traffic Signal Warrant Analysis	**24**
11.1 Existing With Project Traffic Conditions	24
11.2 Year 2021 With Project Traffic Conditions	24
11.3 Year 2040 With Project Traffic Conditions	24
12.0 Site Access and Internal Circulation Evaluation	**27**
12.1 Site Access	27
12.1.1 Existing With Project Traffic Conditions	27
12.1.2 Year 2021 With Project Traffic Conditions	27
12.1.3 Year 2040 With Project Traffic Conditions	27
12.2 Internal Circulation Evaluation	27

APPENDICES

APPENDIX

A. Approved Traffic Impact Study Scope of Work

B. Existing Traffic Count Data

C. Year 2040 Without Project Traffic Volumes

D. Existing Traffic Conditions Intersection Level of Service Calculation Worksheets
- D-I Existing Traffic Conditions
- D-II Existing With Project Traffic Conditions
- D-III Existing With Project With Mitigation Traffic Conditions

E. Year 2021 Traffic Conditions Intersection Level of Service Calculation Worksheets
- E-I Year 2021 Without Project Traffic Conditions
- E-II Year 2021 With Project Traffic Conditions
- E-III Year 2021 With Project With Mitigation Traffic Conditions

F. Year 2040 Traffic Conditions Intersection Level of Service Calculation Worksheets
- F-I Year 2040 Without Project Traffic Conditions
- F-II Year 2040 With Project Traffic Conditions
- F-III Year 2040 With Project With Mitigation Traffic Conditions

G. Traffic Signal Warrant Analysis Worksheets
- G-I Existing With Project Traffic Conditions
- G-II Year 2021 With Project Traffic Conditions
- G-III Year 2040 With Project Traffic Conditions

H. Project Driveway Intersection Level of Service Calculation Worksheets
- H-I Existing With Project Traffic Conditions
- H-II Year 2021 With Project Traffic Conditions
- H-III Year 2040 With Project Traffic Conditions

LIST OF FIGURES

SECTION – FIGURE #		FOLLOWING PAGE
1–1	Vicinity Map	3
2–1	Existing Site Aerial	4
2–2	Proposed Site Plan	4
3–1	Existing Roadway Conditions and Intersection Controls	6
3–2	Existing AM Peak Hour Traffic Volumes	6
3–3	Existing PM Peak Hour Traffic Volumes	6
5–1	Project Trip Distribution Pattern – Autos	10
5–2	Project Trip Distribution Pattern – Trucks	10
5–3	AM Peak Hour Project Traffic Volumes	10
5–4	PM Peak Hour Project Traffic Volumes	10
6–1	Existing With Project AM Peak Hour Traffic Volumes	14
6–2	Existing With Project PM Peak Hour Traffic Volumes	14
6–3	Location of Cumulative Projects	14
6–4	AM Peak Hour Cumulative Projects Traffic Volumes	14
6–5	PM Peak Hour Cumulative Projects Traffic Volumes	14
6–6	Year 2021 Without Project AM Peak Hour Traffic Volumes	14
6–7	Year 2021 Without Project PM Peak Hour Traffic Volumes	14
6–8	Year 2021 With Project AM Peak Hour Traffic Volumes	14
6–9	Year 2021 With Project PM Peak Hour Traffic Volumes	14
6–10	Year 2040 Without Project AM Peak Hour Traffic Volumes	14
6–11	Year 2040 Without Project PM Peak Hour Traffic Volumes	14
6–12	Year 2040 With Project AM Peak Hour Traffic Volumes	14
6–13	Year 2040 With Project PM Peak Hour Traffic Volumes	14
12-1	WB-62 Truck Turning Analysis	28

LIST OF TABLES

SECTION-TABLE#		PAGE
3-1	Level of Service Criteria For Signalized Intersections (HCM 6 Methodology)	7
3-2	Level of Service Criteria For Unsignalized Intersections (HCM 6 Methodology)	8
5-1	Project Trip Generation Rates and Forecast	11
6-1	Location and Description of Cumulative Projects	15
6-2	Cumulative Projects Trip Generation Forecast	16
7-1	Existing Conditions Peak Hour Intersection Capacity Analysis Summary	18
8-1	Year 2021 Conditions Peak Hour Intersection Capacity Analysis Summary	20
9-1	Year 2040 Conditions Peak Hour Intersection Capacity Analysis Summary	22
11-1	Intersection Traffic Signal Warrant Analysis Summary	26
12-1	Peak Hour Project Driveway Capacity Analysis Summary	29

EXECUTIVE SUMMARY

Project Description

- The Ashley Way Logistics Center project site is located on the south side of Ashley Way, east of Cooley Drive, and north of the I-215 Freeway in the City of Colton, San Bernardino County, California. The Project applicant is proposing a General Plan Amendment and Zone Change from Commercial to Industrial to allow the construction of a new 220,185 square-feet (SF) warehouse/distribution building on a vacant lot measuring approximately 11.19 acres with the C-2 (General Commercial) Zone. The Project is anticipated to be completed by Year 2021.

- The Project is expected to generate 485 daily trips (one half arriving, one half departing), with 48 trips (35 inbound, 13 outbound) produced in the AM peak hour and 53 trips (15 inbound, 38 outbound) produced in the PM peak hour on a "typical" weekday.

Study Area

- Six (6) key study intersections were designated for evaluation. The key intersections selected for evaluation in this report provide local and regional access to the study area and are listed as follows:

  1. S Mt. Vernon Avenue at Cooley Drive
  2. S Via Lata at Cooley Drive
  3. SB Cooley Drive at Ashley Way
  4. NB Cooley Drive at Ashley Way
  5. Cooley Drive at E Via Venita
  6. Ashley Way at Cooley Drive

Cumulative Projects Description

- The four (4) cumulative projects are expected to generate 7,322 daily trips (one half arriving, one half departing) on a "typical" weekday, with 334 trips (177 inbound and 157 outbound) forecast during the AM peak hour and 460 trips (226 inbound and 234 outbound) forecast during the PM peak hour.

Traffic Impact Analysis

Existing Traffic Conditions

- For the Existing traffic conditions, all six (6) key study intersections currently operate at acceptable levels of service during the AM and PM peak hours.

Existing With Project Traffic Conditions

- For the Existing With Project traffic conditions, all six (6) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The Project will not significantly impact any of the six (6) key study intersections.

Year 2021 With Project Traffic Conditions

- For the Year 2021 With Project traffic conditions, all six (6) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The Project will not significantly impact any of the six (6) key study intersections.

Year 2040 With Project Traffic Conditions

- For the Year 2040 With Project traffic conditions, all six (6) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. The Project will not significantly impact any of the six (6) key study intersections.

Recommended Improvements

Existing With Project Traffic Conditions

- The results of the intersection analyses for Existing With Project traffic conditions indicate that the proposed Project is not forecast to have a significant impact at any of the six (6) key study intersections. As there are no significant impacts, no traffic mitigation measures are required under this traffic scenario.

Year 2021 With Project Traffic Conditions

- The results of the intersection analyses for Year 2021 With Project traffic conditions indicate that the proposed Project is not forecast to have a significant impact at any of the six (6) key study intersections. As there are no significant impacts, no traffic mitigation measures are required under this traffic scenario.

Year 2040 With Project Traffic Conditions

- The results of the intersection analyses for Year 2040 With Project traffic conditions indicate that the proposed Project is not forecast to have a significant impact at any of the six (6) key study intersections. As there are no significant impacts, no traffic mitigation measures are required under this traffic scenario.

Traffic Signal Warrant Analysis

Existing With Project Traffic Conditions

- The results of the peak-hour traffic signal warrant analysis for the Existing With Project traffic conditions indicate that none of the selected three (3) key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Parts A or B for the AM or PM peak hour.

Year 2021 With Project Traffic Conditions

- The results of the peak-hour traffic signal warrant analysis for the Year 2021 With Project traffic conditions indicate that none of the selected three (3) key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Parts A or B for the AM or PM peak hour.

Year 2040 With Project Traffic Conditions

- The results of the peak-hour traffic signal warrant analysis for the Year 2040 With Project traffic conditions indicate that none of the selected three (3) key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Parts A or B for the AM or PM peak hour.

Site Access and Internal Circulation Evaluation

- The two (2) Project driveways are forecast to operate at acceptable levels of service LOS B or better during the AM and PM peak hours under the Existing With Project traffic conditions.

- The two (2) Project driveways are forecast to operate at acceptable levels of service LOS A or better during the AM and PM peak hours under the Year 2020 With Project traffic conditions.

- The two (2) Project driveways are forecast to operate at acceptable levels of service LOS A or better during the AM and PM peak hours under the Year 2040 With Project traffic conditions.

- Truck turning templates were utilized to ensure that large trucks could properly access and circulate through the Project site. Based on our evaluation, curb return radii at the driveways have been confirmed and are generally adequate for large trucks. The design of the entry/exit points of the Project driveways are adequate for expected traffic volumes. It should be noted that it is recommended that truck access be restricted to eastbound right-turn ingress only at Project Driveway 1 and northbound left-turn egress only at Project Driveway 2 only. No other turn movements shall be permitted for Project truck traffic at either of the Project Driveways.

- The existing median at Project Driveway 2 is recommended to be shortened by about 45 feet to accommodate the northbound left-turn truck egress movement. In addition, no westbound left-turn ingress movements for all vehicles, no northbound right-turn egress for trucks, and no eastbound right-turn ingress for trucks shall be permitted, with appropriate signage, at Project Driveway 2. Lastly, a detailed construction plan is recommended in conjunction with the building permit for the Project.

TRAFFIC IMPACT ANALYSIS REPORT

ASHLEY WAY LOGISTICS CENTER

Colton, California

January 30, 2019

1.0 INTRODUCTION

This traffic impact analysis evaluates the potential traffic impacts of the proposed Ashley Way Logistics Center Project (hereinafter referred to as Project), on the area traffic circulation. The proposed Project consists of the development of a new 220,185 square-feet (SF) warehouse/distribution building. Access to the Project site will be provided via one (1) right-in/right-out only driveway and one (1) right-in only with full egress (with truck restrictions) driveway along Ashley Way. The Project is anticipated to be completed by Year 2021.

This report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential traffic impacts that the Project may have on the local and/or regional transportation network in the vicinity of the Project site. The traffic impact analysis evaluates the operating conditions at six (6) existing key study intersections within the Project vicinity, estimates the trip generation potential of the Project and forecasts future (near-term and long-term) operating conditions without and with the Project.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing (i.e. baseline) peak hours traffic information has been collected at six (6) key study intersections on a "typical" weekday for use in the preparation of intersection level of service calculations. This traffic report analyzes existing (i.e. baseline) and future (near-term and long-term) weekday AM and PM peak hour traffic conditions for Existing (i.e. baseline), Year 2021, and Year 2040 traffic conditions without and with the proposed Project. Peak hour traffic forecasts for the Year 2021 traffic conditions have been projected by increasing existing traffic volumes by an annual growth rate of two percent (2%) per year and adding the traffic from four (4) cumulative projects. In addition, peak hour and daily forecasts for the Buildout (Year 2040) traffic conditions have been projected based on the San Bernardino County Transportation Analysis Model (SBTAM), administered by LSA Associates, Inc. (LSA).

The work program for this traffic study was developed in conjunction with the City of Colton staff. ***Appendix A*** contains a copy of the approved City of Colton Traffic Impact Study Scoping Agreement.

1.1 Study Area

Six (6) key study intersections were designated for evaluation. The key intersections selected for evaluation in this report provide local and regional access to the study area and are listed as follows:

1. S Mt. Vernon Avenue at Cooley Drive

2. S Via Lata at Cooley Drive
3. SB Cooley Drive at Ashley Way
4. NB Cooley Drive at Ashley Way
5. Cooley Drive at E Via Venita
6. Ashley Way at Cooley Drive

1.2 Traffic Impact Analysis Components

The Highway Capacity Manual (HCM) Delay and corresponding Level of Service (LOS) calculations at the key study locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or addresses the impact of the Project.

Included in this Traffic Impact Analysis are:

- Existing Traffic Counts,
- Estimated Project traffic generation/distribution/assignment,
- Estimated Cumulative projects traffic generation/distribution/assignment,
- AM and PM peak hour LOS analyses for Existing (i.e. Baseline) Conditions,
- AM and PM peak hour LOS analyses for Existing (i.e. Baseline) Conditions with Project traffic,
- AM and PM peak hour LOS analyses for Near-Term (Year 2021) Conditions without and with Project traffic,
- AM and PM peak hour LOS analyses for Long-Term (Year 2040) Conditions without and with Project traffic,
- Planned and Recommended Improvements,
- Project Fair Share Analysis, and
- Internal Circulation Evaluation.

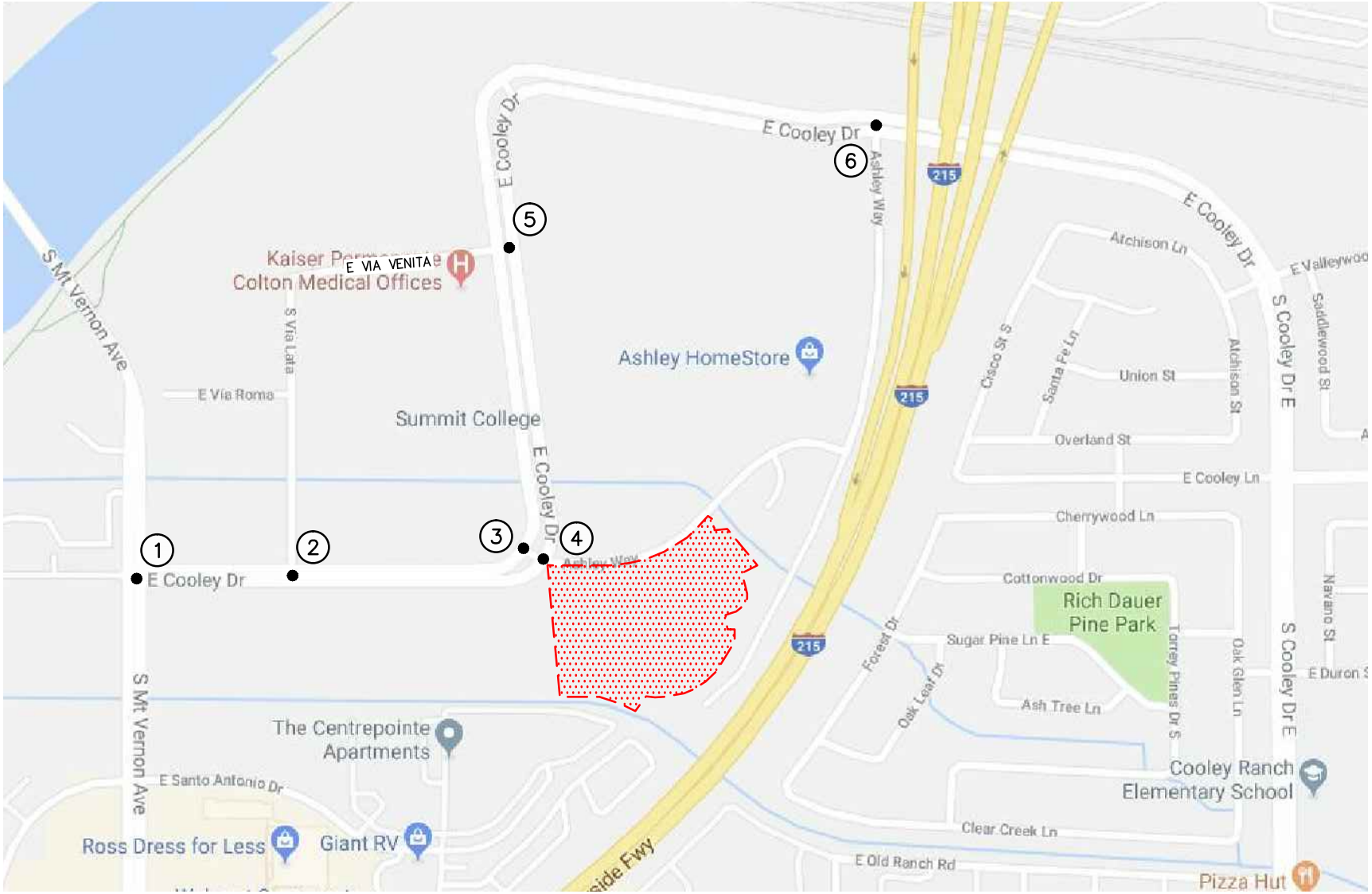
Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system.

1.3 Traffic Impact Analysis Scenarios

The following scenarios are those for which Delay and corresponding LOS calculations have been performed at the key intersections and key roadway segments for existing, near-term and long-term traffic conditions:

A. Existing (i.e. Baseline) Traffic Conditions,
B. Existing (i.e. Baseline) With Project Traffic Conditions,
C. Scenario (B) with Recommended Improvements, if any,

D. Year 2021 Without Project Traffic Conditions,
E. Year 2021 With Project Traffic Conditions,
F. Scenario (E) With Recommended Improvements, if any,
G. Year 2040 Without Project Traffic Conditions,
H. Year 2040 With Project Traffic Conditions, and
I. Scenario (H) With Recommended Improvements, if any.



n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f1-1.dwg LDP 13:43:46 01-29-2019 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1-1

VICINITY MAP

ASHLEY WAY LOGISTICS CENTER, COLTON

2.0 PROJECT DESCRIPTION AND LOCATION

The proposed Project is located on the south side of Ashley Way, east of Cooley Drive, and north of the I-215 Freeway in the City of Colton, San Bernardino County, California. The Project applicant is proposing a General Plan Amendment and Zone Change from Commercial to Industrial to allow the construction of a new 220,185 square-feet (SF) warehouse/distribution building on a vacant lot measuring approximately 11.19 acres with the C-2 (General Commercial) Zone. The Project is anticipated to be completed by Year 2021.

Figure 2-1 presents the existing site for the proposed Project. ***Figure 2-2*** presents the proposed site plans prepared by RGA.

2.1 Site Access

As shown in *Figure 2-2*, access to the Project site will be provided via one (1) right-in/right-out only driveway and one (1) right-in only with full egress (with truck restrictions) driveway along Ashley Way.

n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f2-1.dwg LDP 13:44:19 01-29-2019 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

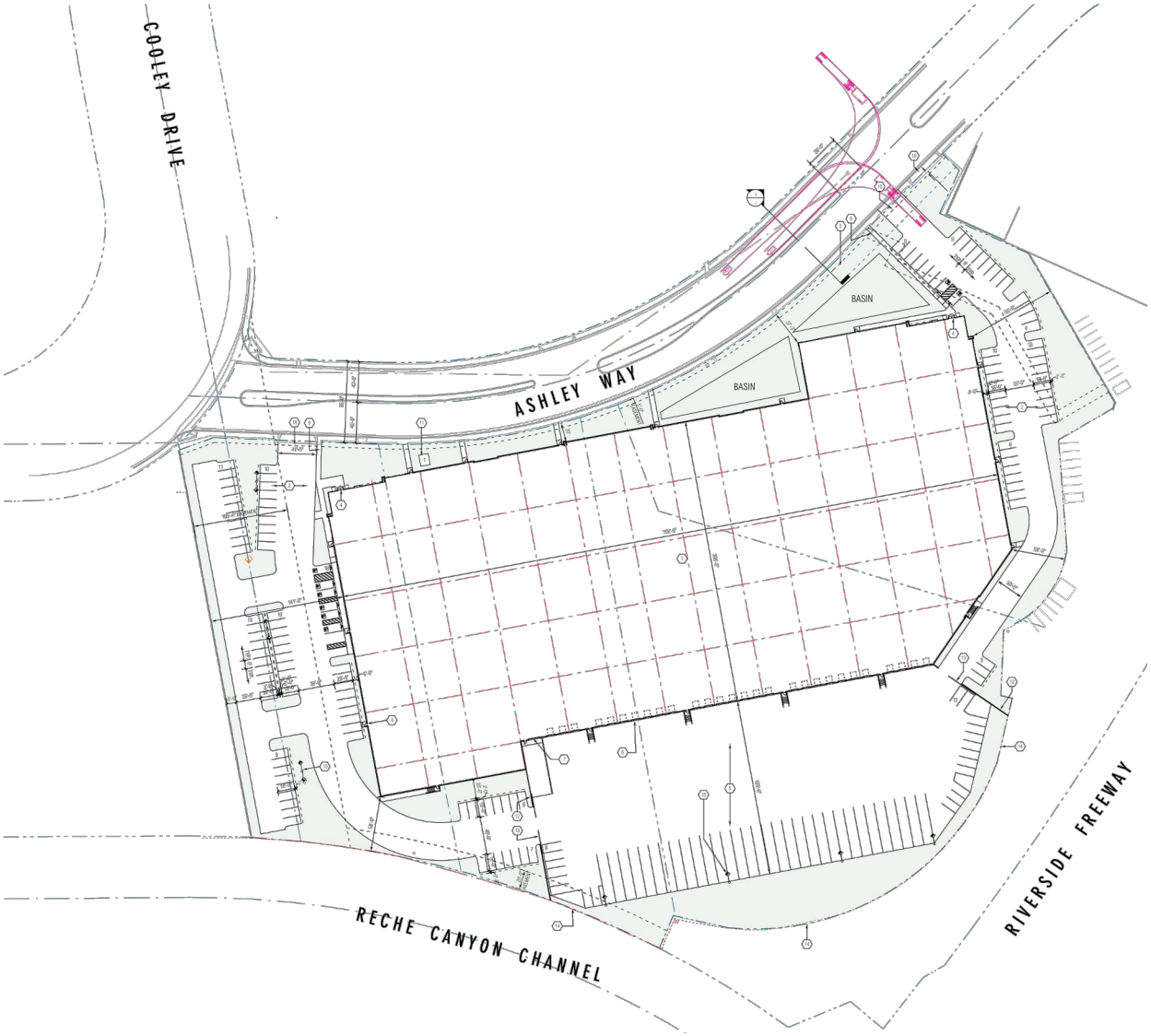
KEY

= PROJECT SITE

FIGURE 2-1

EXISTING SITE AERIAL

ASHLEY WAY LOGISTICS CENTER, COLTON



n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f2-2.dwg LDP 13:44:50 01-29-2019 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: RGA

FIGURE 2-2

PROPOSED SITE PLAN

ASHLEY WAY LOGISTICS CENTER, COLTON

3.0 ANALYSIS CONDITIONS AND METHODOLOGY

3.1 Existing Street Network

The I-215 Freeway provides regional access to the Project site. The I-215 Freeway is located west of the Project site. The principal local network of streets serving the site consists of S. Mt. Vernon Avenue, Cooley Drive, and Ashley Way. The following discussion provides a brief synopsis of the key area streets.

S. Mt. Vernon Avenue is a north-south, six-lane divided roadway south of Cooley Drive, and a two-lane undivided roadway north of Cooley Drive. Parking is restricted on both sides of the roadway within the vicinity of the Project. S. Mt. Vernon Avenue has a posted speed limit of 35 miles per hour (mph). The intersection of S. Mt. Vernon Avenue at Cooley Drive is controlled by a traffic signal.

Cooley Drive is a generally east-west, four-lane divided roadway east north of the Project site. Parking is generally permitted on both sides of the roadway within the vicinity of the Project and restricted north of Ashley Way. Cooley Drive has a posted speed limit of 40 mph. The intersections of Cooley Drive at S Via Lata, Ashley Way, and E Via Venita are stop controlled.

Ashley Way is a two-lane divided roadway directly north of the Project site with a speed limit of 35 mph. Project access will be provided by two (2) stop controlled driveways along Ashley Way.

Figure 3-1 presents an inventory of the existing roadway conditions within the study area evaluated in this report. The number of travel lanes and intersection controls for the key area study intersections and roadway segments are identified.

3.2 Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the six (6) key study intersections evaluated in this report, were collected by *Counts Unlimited* in January 2019. The truck traffic volumes were converted to passenger car equivalents (P.C.E.'s) using SANBAG approved factors. P.C.E. factors of 1.5, 2.0 and 3.0 were utilized for large 2-axle trucks, 3-axle trucks and 4+-axle trucks, respectively. ***Appendix B*** contains the existing intersection turning movement and roadway segment traffic count data.

Figures 3-2 and ***3-3*** present the existing AM and PM peak hour traffic volumes, respectively, for the six (6) key study intersections.

3.3 Level Of Service (LOS) Analysis Methodologies

AM and PM peak hour operating conditions for the key study intersections were evaluated using the methodology outlined in *Chapter 19* of the *Highway Capacity Manual 6 (HCM 6)* for signalized intersections and the methodology outlined in *Chapter 20* of the *HCM 6* for two-way stop-controlled intersections.

3.3.1 *Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)*

Based on the HCM operations method of analysis, level of service for signalized intersections and approaches is defined in terms of control delay, which is a measure of the increase in travel time due to traffic signal control, driver discomfort, and fuel consumption. Control delay includes the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed. LOS criteria for traffic signals are stated in terms of the control delay in seconds per vehicle. The LOS thresholds established for the automobile mode at a signalized intersection are shown in ***Table 3-1***.

3.3.2 *Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

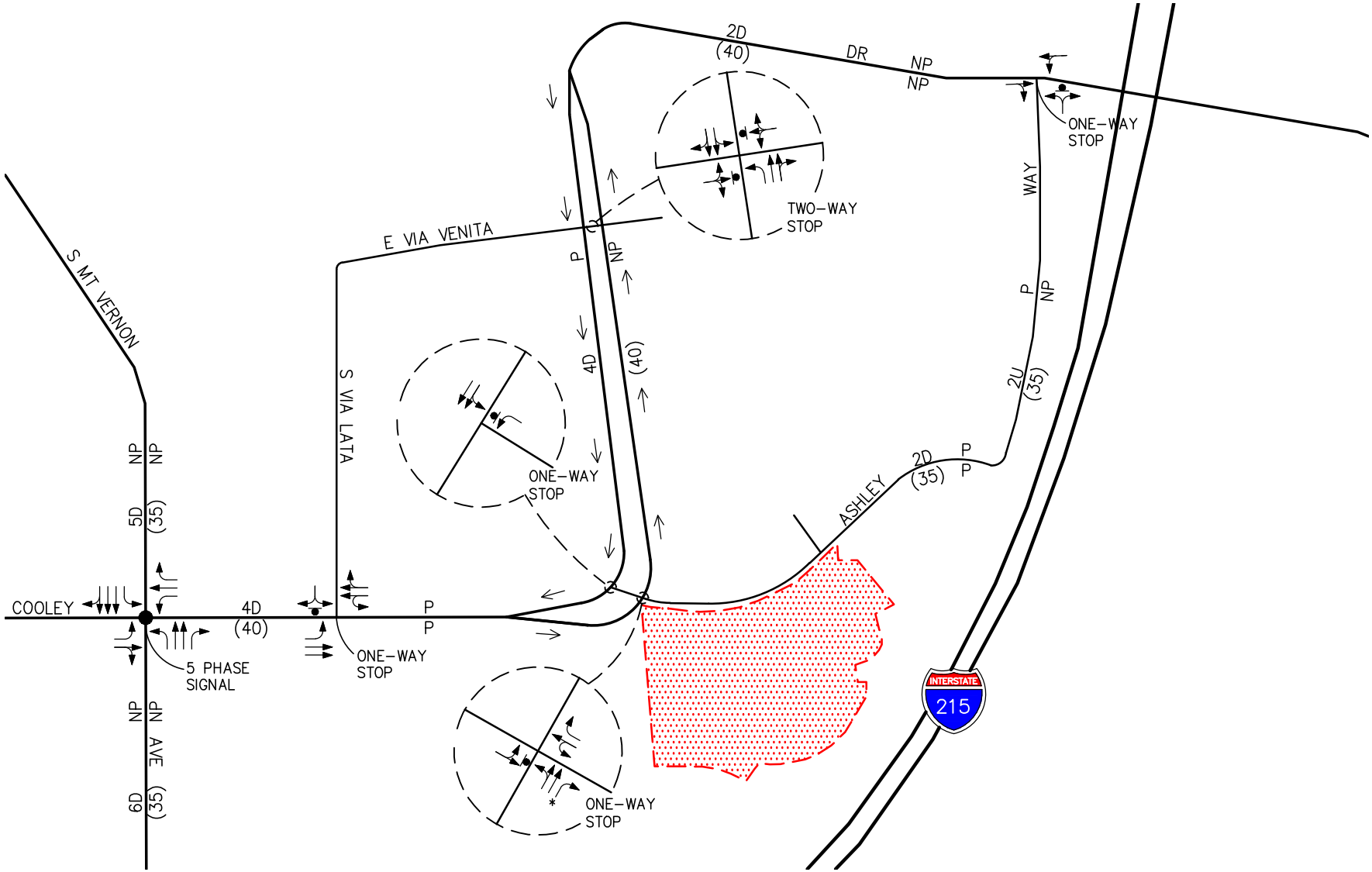
The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance.

Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled, and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach, and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value ranges for two-way stop-controlled intersections are shown in ***Table 3-2***.

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach, and computes a weighted average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value range for all-way stop-controlled intersections is also shown in *Table 3-2.*

3.4 Impact Criteria and Thresholds

The City of Colton General Plan indicates that Level of Service (LOS) D shall be maintained at intersections. Therefore, any intersection operating at LOS E or F shall be considered deficient.



n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f3-1.dwg LDP 1:3:27:59 01-29-2019 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

← = APPROACH LANE ASSIGNMENT
● = TRAFFIC SIGNAL, ☛ = STOP SIGN
P = PARKING, NP = NO PARKING
U = UNDIVIDED, D = DIVIDED
2 = NUMBER OF TRAVEL LANES
(XX) = POSTED SPEED LIMIT (MPH)
= PROJECT SITE

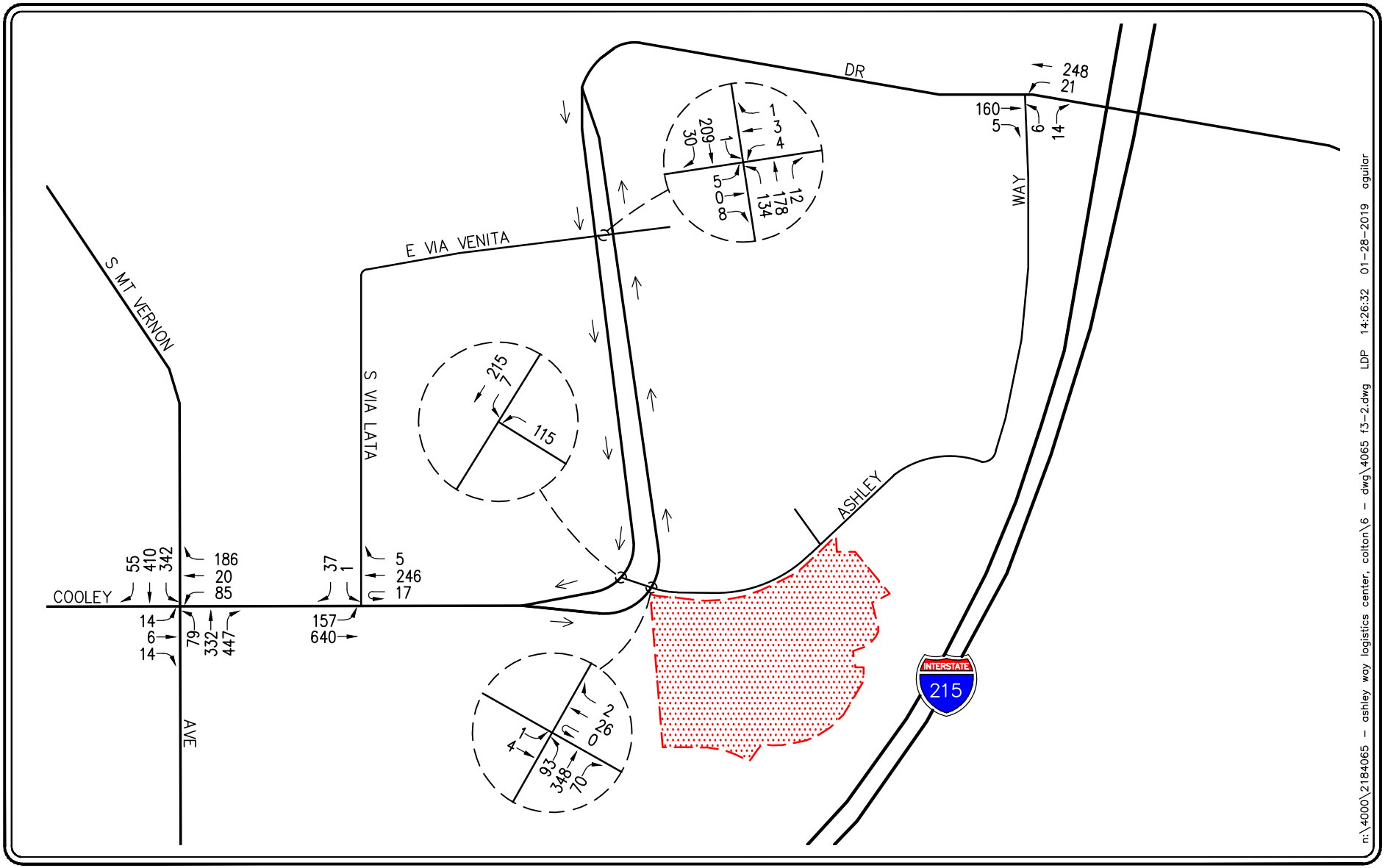
NOTE

* = SHARED NB THROUGH/RIGHT-TURN STRIPED, BUT NO 3RD RECEIVING LANE

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

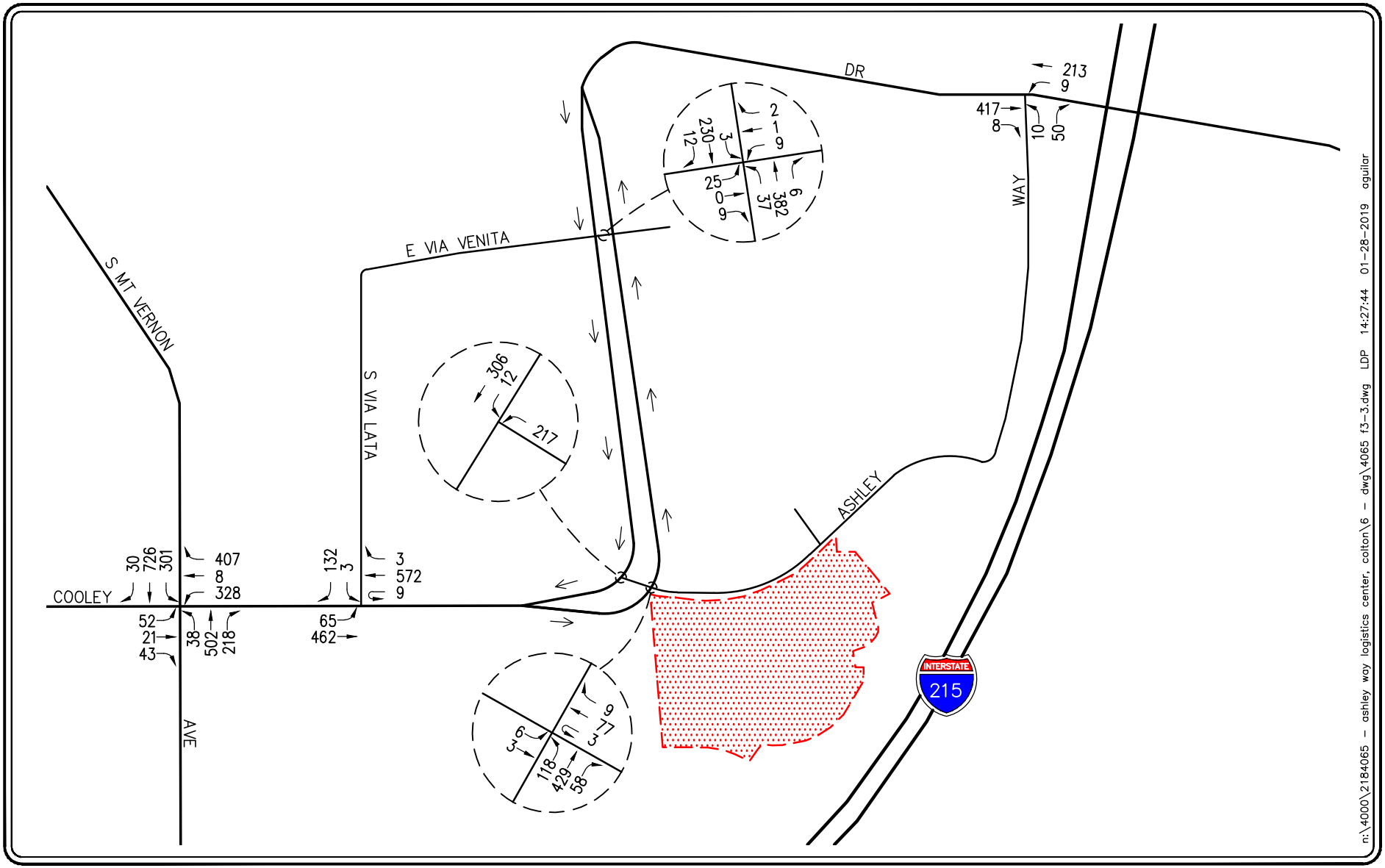
KEY

= PROJECT SITE

FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT SITE

FIGURE 3-3

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON

TABLE 3-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)[1]

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and ≤ 20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and ≤ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high *v/c* ratios. Individual cycle failures are frequent occurrences.
F	≥ 80.0	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

[1] Source: *Highway Capacity Manual 6*, Chapter 19: Signalized Intersections.

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)[2,3]

Level of Service (LOS)	Highway Capacity Manual (HCM) Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[2] Source: *Highway Capacity Manual 6*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

[3] Source: *Highway Capacity Manual 6*, Chapter 21: All-Way Stop-Controlled Intersections. For approaches and intersection-wide assessment, LOS is defined solely by control delay.

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations and/or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds.

Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. If necessary, the need for site-specific and/or cumulative local area improvements can then be evaluated.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Trip Generation Forecast

Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 10th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2017]. Specifically, the trip generation potential of the Project will be estimated using ITE Land Use 150: Warehousing trip rates.

The first part of ***Table 5-1*** summarizes the trip generation rates used in forecasting the vehicular trips generated by the Project. The middle portion of *Table 2* summarizes the trip generation potential used in forecasting the vehicular trips, both autos and trucks, generated by the Project using recommended factors published in the *Truck Trip Generation Study – City of Fontana, August 2003.* Consistent with standard traffic engineering practice, passenger car equivalent (PCE) factors have been utilized due to the expected heavy truck component of the Project uses. A PCE factor of 1.5, 2.0, and 3.0 has been applied to large 2-axle, 3-axle, and 4+-axle trucks, respectively.

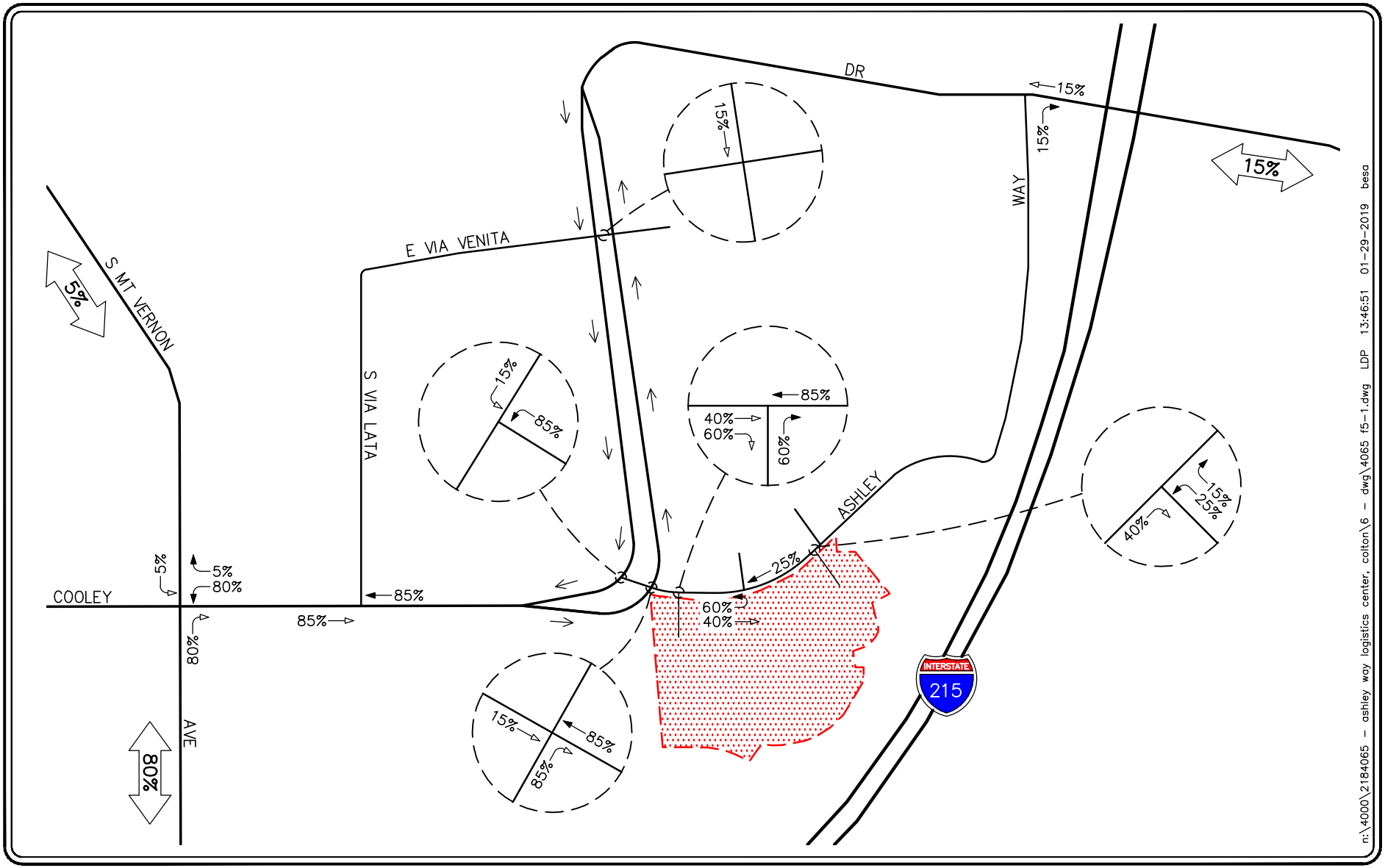
As shown in *Table 5-1*, the Project is forecast to generate approximately 485 PCE daily trips (one half arriving, one half departing), with 48 PCE trips (35 inbound, 13 outbound) produced in the AM peak hour and 53 PCE trips (15 inbound, 38 outbound) produced in the PM peak hour. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE).

5.2 Project Trip Distribution and Assignment

The directional trip distribution patterns for the autos and trucks of the Project are presented in ***Figures 5-1*** and ***5-2***, respectively. Project traffic volumes, both entering and exiting the site, have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. I-215 Freeway, etc.),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- the traffic-carrying capacity and travel speed available on roadways serving the Project site,
- existing intersection traffic volumes, and
- ingress/egress availability at the Project site.

The anticipated AM and PM peak hour Project traffic volumes at the six (6) key study intersections and two (2) Project driveways are presented in ***Figures 5-3*** and ***5-4***, respectively. The traffic volume assignment presented in the above mentioned figures reflect the trip distribution characteristics shown in *Figures 5-1* and *5-2* and the Project trip generation forecast presented in the *Table 5-1*.



n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f5-1.dwg LDP 1:46:51 01-29-2019 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= INBOUND PERCENTAGE

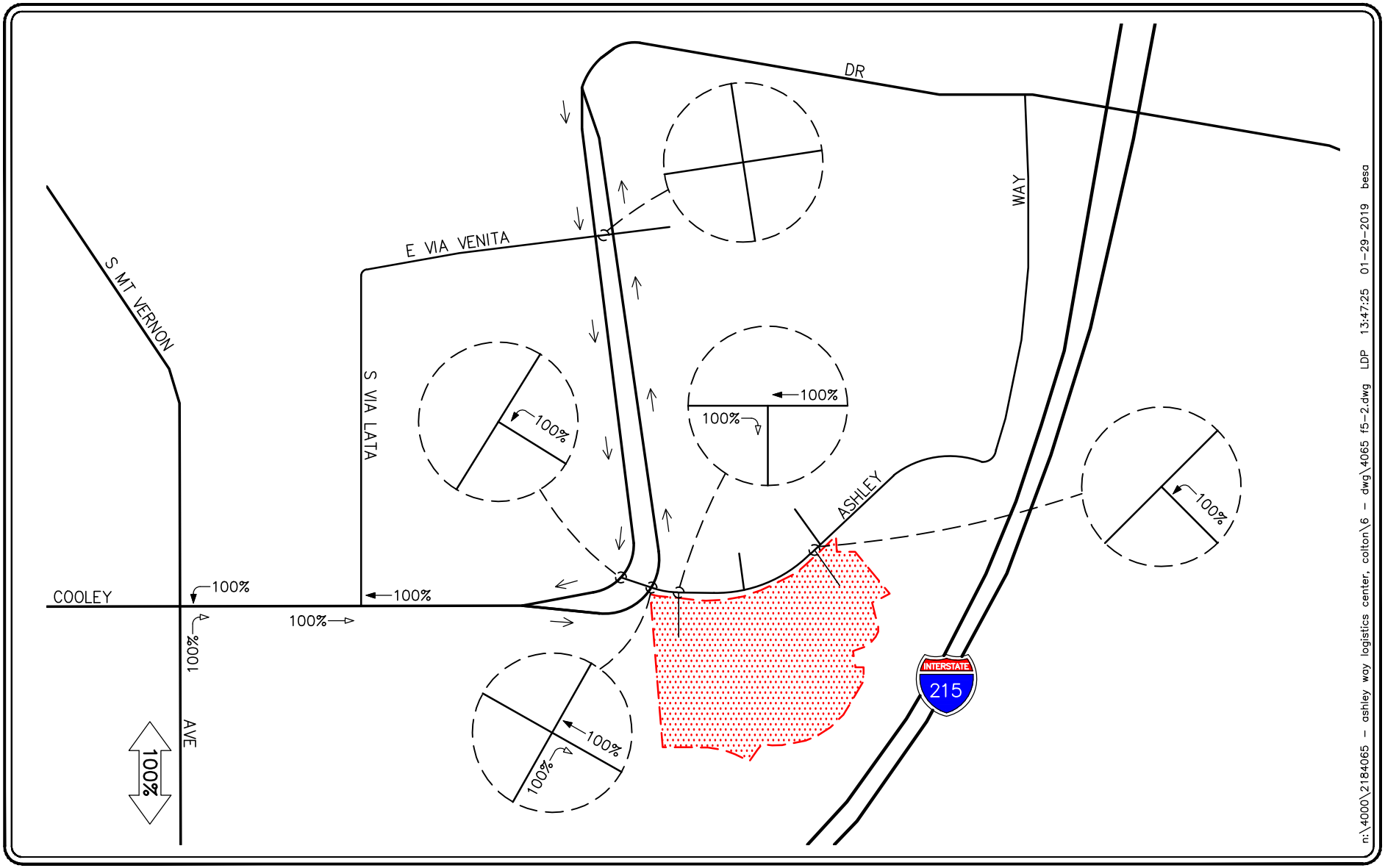
= OUTBOUND PERCENTAGE

= PROJECT SITE

FIGURE 5-1

PROJECT TRIP DISTRIBUTION PATTERN – AUTOS

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

NO SCALE

KEY

= INBOUND PERCENTAGE

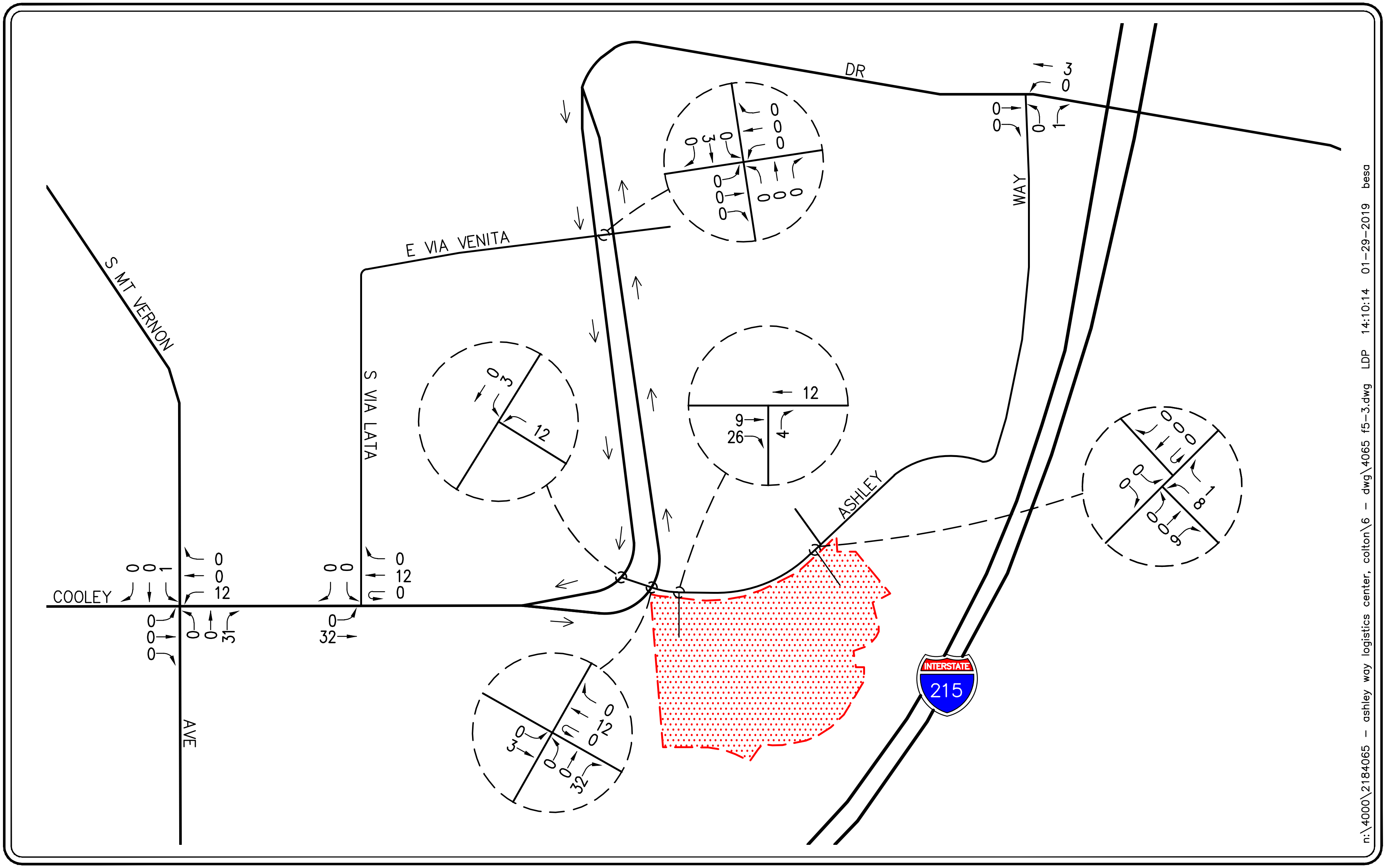
= OUTBOUND PERCENTAGE

= PROJECT SITE

FIGURE 5-2

PROJECT TRIP DISTRIBUTION PATTERN – TRUCKS

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

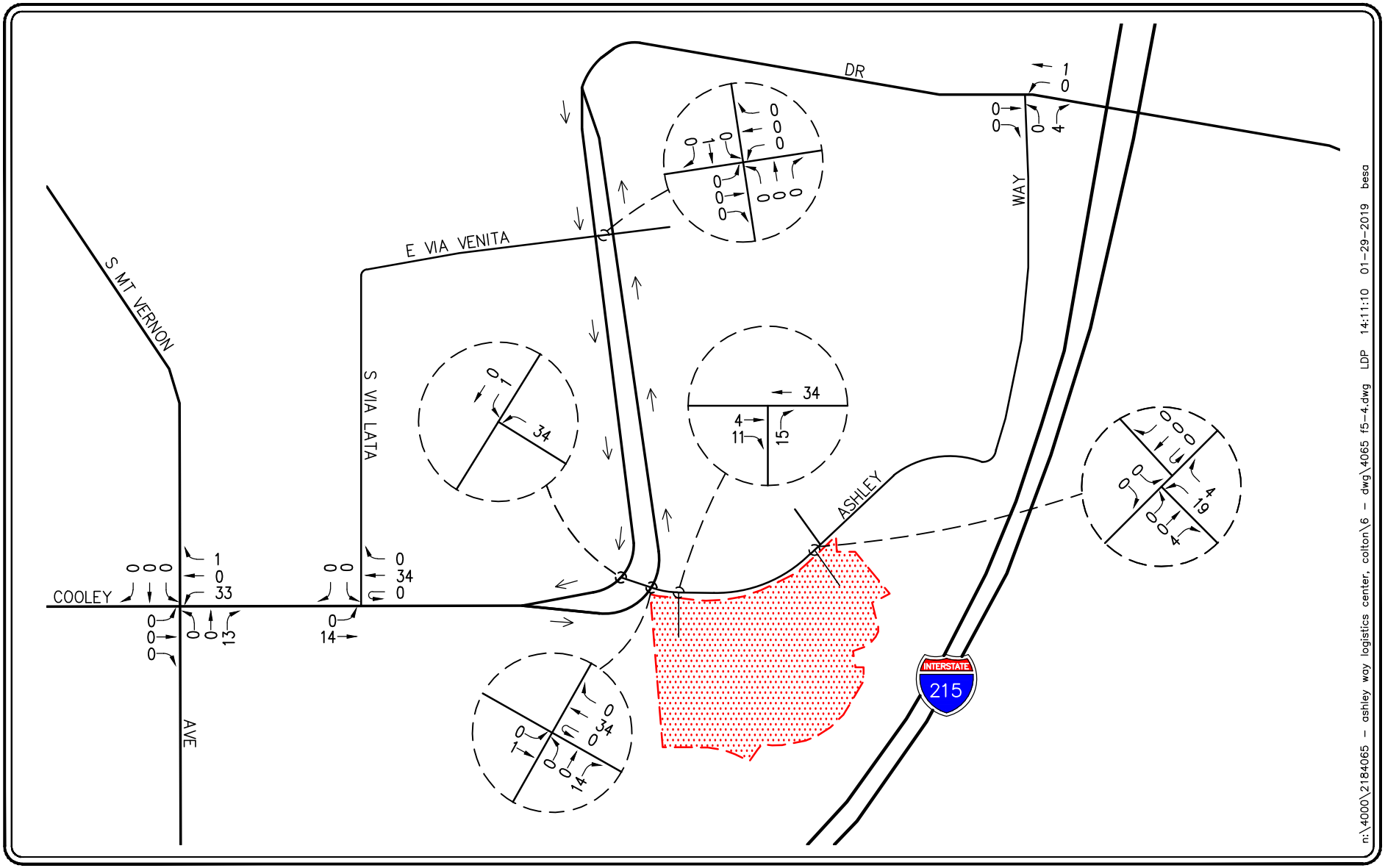
KEY

= PROJECT SITE

FIGURE 5-3

AM PEAK HOUR PROJECT TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

NO SCALE

KEY

= PROJECT SITE

FIGURE 5-4

PM PEAK HOUR PROJECT TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON

TABLE 5-1
PROJECT TRIP GENERATION RATES AND FORECAST[4]

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Factors:							
▪ 150: Warehousing (TE/TSF)	***1.74***	***0.13***	***0.04***	***0.17***	***0.05***	***0.14***	***0.19***
❑ Passenger Cars – 80.3% of Daily (TE/TSF)	1.40	0.10	0.03	0.13	0.04	0.11	0.15
❑ 2-Axle Trucks – 5.2% Daily (TE/TSF)	0.09	0.01	0.00	0.01	0.00	0.01	0.01
❑ 3-Axle Trucks- 4.5% Daily (TE/TSF)	0.08	0.01	0.00	0.01	0.00	0.01	0.01
❑ 4+ Axle Trucks – 10.0% Daily (TE/TSF)	0.17	0.01	0.01	0.02	0.01	0.01	0.02
Warehousing Trip Generation Forecast:							
150: Warehousing (220,185 SF)	***383***	***28***	***9***	***37***	***11***	***31***	***42***
❑ Passenger Cars	308	22	7	29	9	25	34
❑ 2-Axle Trucks	20	2	0	2	0	2	2
❑ 3-Axle Trucks	18	2	0	2	0	2	2
❑ 4+ Axle Trucks	37	2	2	4	2	2	4
Warehousing Gross Trip Generation Forecast	***383***	***28***	***9***	***37***	***11***	***31***	***42***
PCE[5] Warehousing Trip Generation Forecast:							
150: Warehousing (220,185 SF)							
❑ Passenger Cars	308	22	7	29	9	25	34
❑ 2-Axle Trucks	30	3	0	3	0	3	3
❑ 3-Axle Trucks	36	4	0	4	0	4	4
❑ 4+ Axle Trucks	111	6	6	12	6	6	12
PCE Warehousing Trip Generation Forecast	**485**	**35**	**13**	**48**	**15**	**38**	**53**

Notes:

- TE/TSF = Trip Ends per Thousand Square Feet
- SF = Square-Feet

4 Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2017)].

5 All 2-axle, 3-axle and 4+axles trucks converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck and 3.0 vehicles per truck, respectively.

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Existing With Project Traffic Volumes

The estimates of Project generated traffic volumes were added to the Existing traffic conditions to develop traffic projections for the Existing With Project traffic conditions. ***Figures 6-1*** and ***6-2*** present the anticipated AM and PM peak hour Existing With Project traffic volumes, respectively, at the six (6) key study intersections and two (2) Project driveways.

6.2 Year 2021 Without Project Traffic Volumes

6.2.1 *Ambient Growth Traffic*

Near-term horizon year, traffic growth estimates have been calculated using an ambient growth factor. The ambient growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The application of the two percent (2%) annual growth rate to baseline Year 2019 traffic volumes results in a ten percent (4%) growth in existing baseline volumes at the six (6) key study intersections to horizon Year 2021.

6.2.2 *Cumulative Projects Traffic*

Four (4) cumulative projects have been identified within the Project study area in the City of Colton. Cumulative projects, as defined by Section 15355 of the CEQA Guidelines, are "closely related past, present and reasonably foreseeable probable future projects". The Traffic Impact Analysis assumes that these cumulative projects will be developed and operational when the proposed Project is operational. This is the most conservative, worst-case approach, since the exact timing of each related project is uncertain. In addition, impacts for these cumulative projects would likely be, or have been, subject to mitigation measures, which could reduce potential impacts. Under this analysis, however, those mitigation measures are not considered. The locations of these cumulative projects are presented in ***Figure 6-3***.

Table 6-1 presents the jurisdiction, description and development totals of the cumulative projects. ***Table 6-2*** presents the resultant trip generation for the cumulative projects. As shown in *Table 6-2*, the cumulative projects are expected to generate 7,322 daily trips (one half arriving, one half departing) on a "typical" weekday, with 334 trips (177 inbound and 157 outbound) forecast during the AM peak hour and 460 trips (226 inbound and 234 outbound) forecast during the PM peak hour.

The anticipated AM and PM peak hour cumulative projects traffic volumes at the six (6) key study intersections are presented in ***Figures 6-4*** and ***6-5***, respectively.

Figures 6-6 and ***6-7*** present Year 2021 Without Project AM and PM peak hour traffic volumes at the six (6) key study intersections, respectively. It should be noted that the Year 2021 Without Project traffic volumes include ambient traffic growth as well as the traffic from the four (4) cumulative projects.

It should again be emphasized that because this traffic impact analysis utilizes both an ambient growth factor along with a list of cumulative projects approach to analyze cumulative impacts, this traffic impact analysis is highly conservative and would tend to overstate cumulative traffic impacts.

6.3 Year 2021 With Project Traffic Volumes

The estimates of Project generated traffic volumes were added to the Year 2021 Without Project traffic conditions to develop traffic projections for the Year 2021 With Project traffic conditions. ***Figures 6-8*** and ***6-9*** present the anticipated AM and PM peak hour Year 2021 With Project traffic volumes, respectively, at the six (6) key study intersections.

6.4 Year 2040 Travel Demand Model Methodology

The Year 2040 General Plan Buildout traffic volume forecasts were obtained through utilization of the San Bernardino County Transportation Analysis Model (SBTAM), administered by LSA Associates, Inc. (LSA).

6.4.1 *Volume Adjustment*

Using the General Plan Buildout transportation model, projected traffic volumes were obtained for each intersection. The model produces peak period and off-peak period volumes (6 AM – 9 AM, 9 AM – 3 PM, 3 PM – 7 PM and 7 PM – 6 AM). Before converting the model peak period link volumes to future turning movement volumes for analysis, the model volumes must be reviewed and adjusted.

The first step is to obtain the approach and departure volumes from the model for each leg of the analyzed intersections. The next step converts the model approach and departure volumes from AM and PM peak period volumes to peak hour volumes. The AM peak hour volumes are calculated by multiplying the AM peak period volumes by 38%. Similarly, the PM peak hour volumes are calculated by multiplying the PM period volumes by 28%. These are the percentages of vehicles that are assumed to occur in the peak hour of the peak period. These factors are derived from SCAG research. The next step is to determine the difference between the base year (2012) peak hour model volumes and the Buildout peak hour model volumes. This "difference" represents the projected growth in traffic on each approach to the Buildout of the General Plan using the SCAG 2040 CTP model.

6.4.2 *B-turn Methodology*

The base year turning movement counts (Year 2019) for each intersection must be converted to approach and departure volumes for each leg of the intersection. Once the base counts are in this format, the difference between the Buildout model and base model are then added to the base year counts for each corresponding approach and departure volume. This step provides the adjusted volumes that will be used to determine the Buildout turning movement volumes. The next process in the forecasting of future turning volumes applies the B-turn methodology. The B-turn methodology is generally described in the *"National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design", Chapter 8*. The B-turn method uses the base year turning percentages (from traffic counts) and proceeds through an

iterative computational technique to produce a final set of future year turning volumes. The computations involve alternatively balancing the rows (approaches) and the columns (departures) of a turning movement matrix until an acceptable convergence is obtained. Future year link volumes are fixed using this method and the turning movements are adjusted to match. The results must be checked for reasonableness, and manual adjustments are sometimes necessary.

Finally, it should be noted that all provided volumes are from a Citywide General Plan level model that was not specifically developed for analysis of individual intersection turning movements. Therefore each projected volume was reviewed carefully and adjustments were applied as warranted based on local conditions and professional judgment.

Copies of the traffic model post-processing worksheets and a detailed description of the traffic volume derivation are contained in ***Appendix C***. Please note that the post-processing methodology utilized in this report is consistent with SCAG requirements.

6.5 Year 2040 Without Project Traffic Volumes

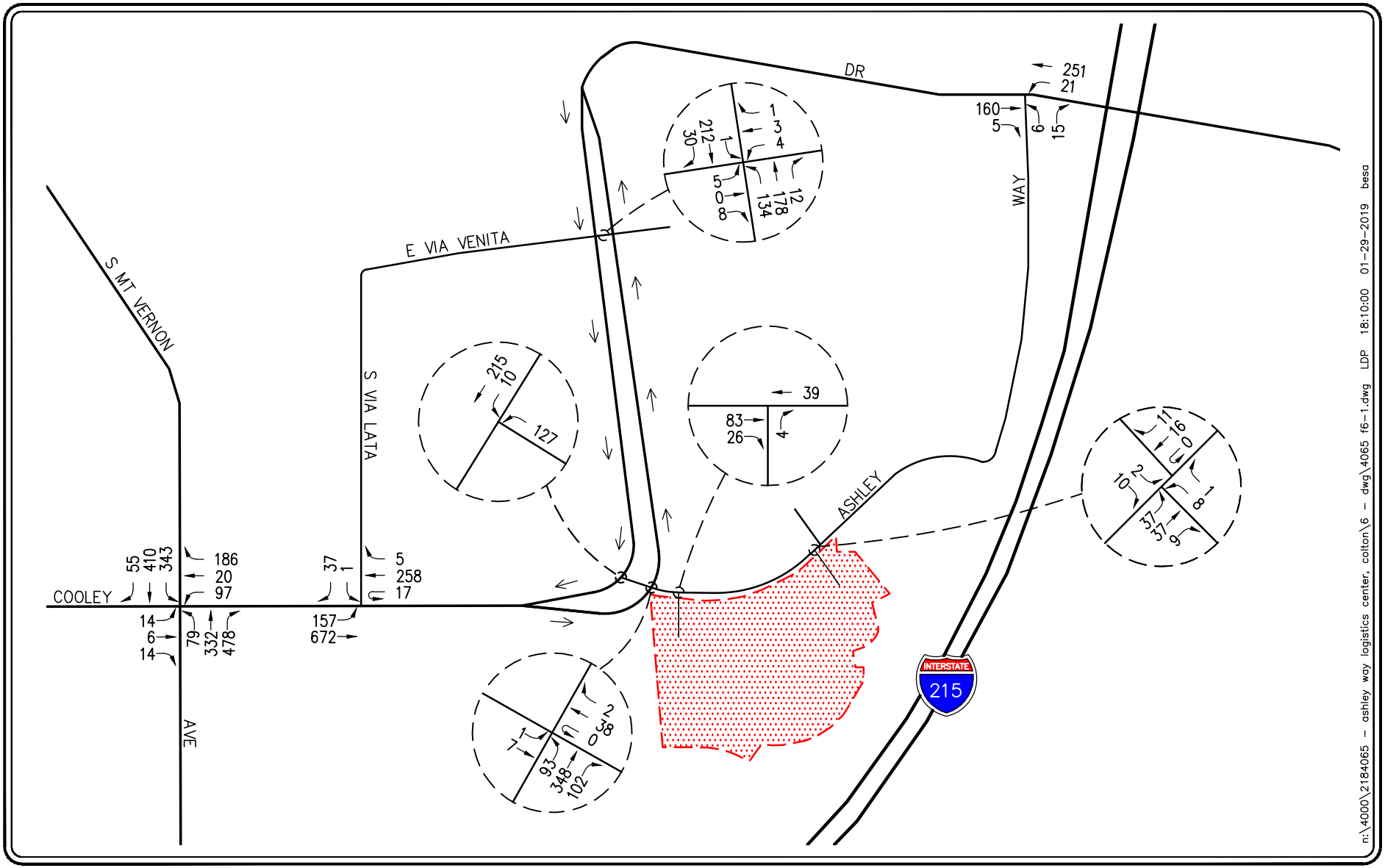
The Year 2040 Without Project traffic volumes were obtained by post-processing the peak hour approach and departure traffic volumes based on the relationship of the base year validation model run output to the base year ground traffic counts and represent the General Plan Buildout traffic conditions.

The anticipated Year 2040 Without Project traffic conditions AM and PM peak hour traffic volumes at the six (6) key study intersections are presented in ***Figures 6-10*** and ***6-11,*** respectively.

6.6 Year 2040 With Project Traffic Volumes

Since the Travel Demand Model does not include the proposed Project, the Year 2040 forecast volumes from the City of Colton Model are considered to be the Year 2040 Without Project volumes. Therefore, to obtain the "With" Project volumes, the Project trips were manually superimposed on the Year 2040 Without Project volumes to obtain the Year 2040 With Project volumes.

Figures 6-12 and ***6-13*** present the anticipated AM and PM peak hour Year 2040 With Project traffic volumes, respectively, at the six (6) key study intersections and two (2) Project driveways.



n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f6-1.dwg LDP 18:10:00 01-29-2019 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

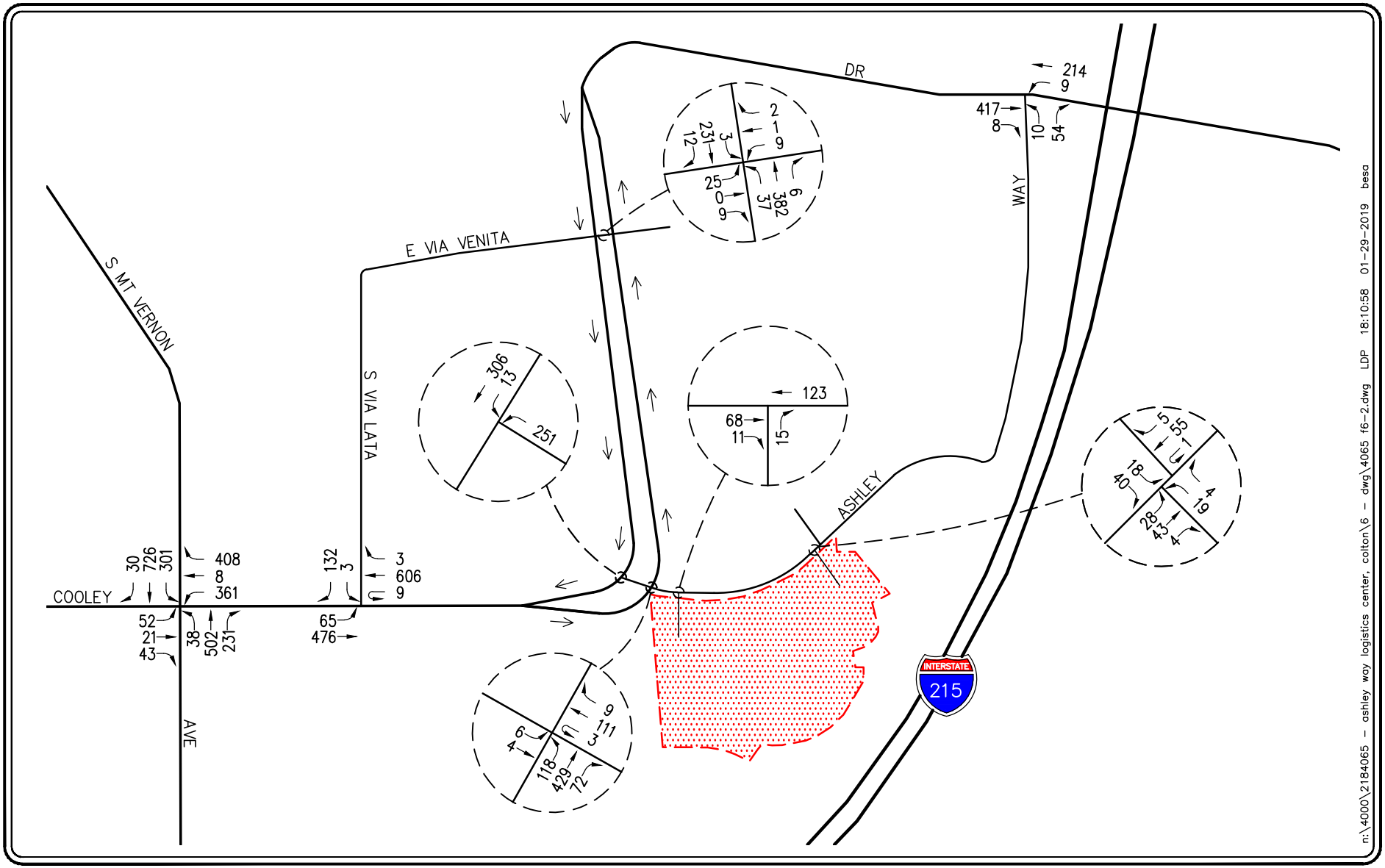
KEY

= PROJECT SITE

FIGURE 6-1

EXISTING WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f6-2.dwg LDP 18:10:58 01-29-2019 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT SITE

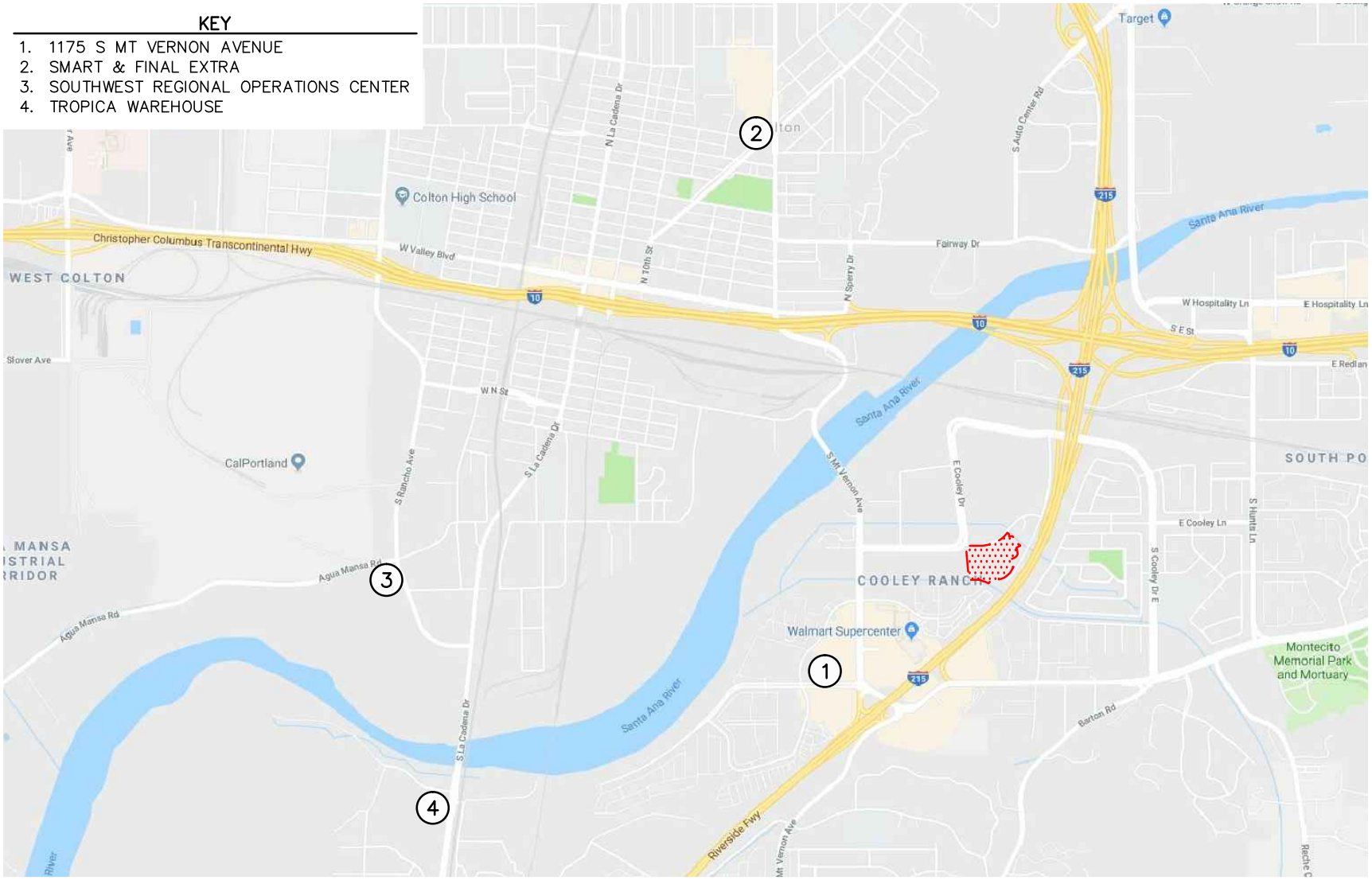
FIGURE 6-2

EXISTING WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON

KEY

1. 1175 S MT VERNON AVENUE
2. SMART & FINAL EXTRA
3. SOUTHWEST REGIONAL OPERATIONS CENTER
4. TROPICA WAREHOUSE



n:\4000\2184065 – ashley way logistics center, colton\6 – dwg\4065 f6-3.dwg LDP 14:30:04 01-29-2019 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

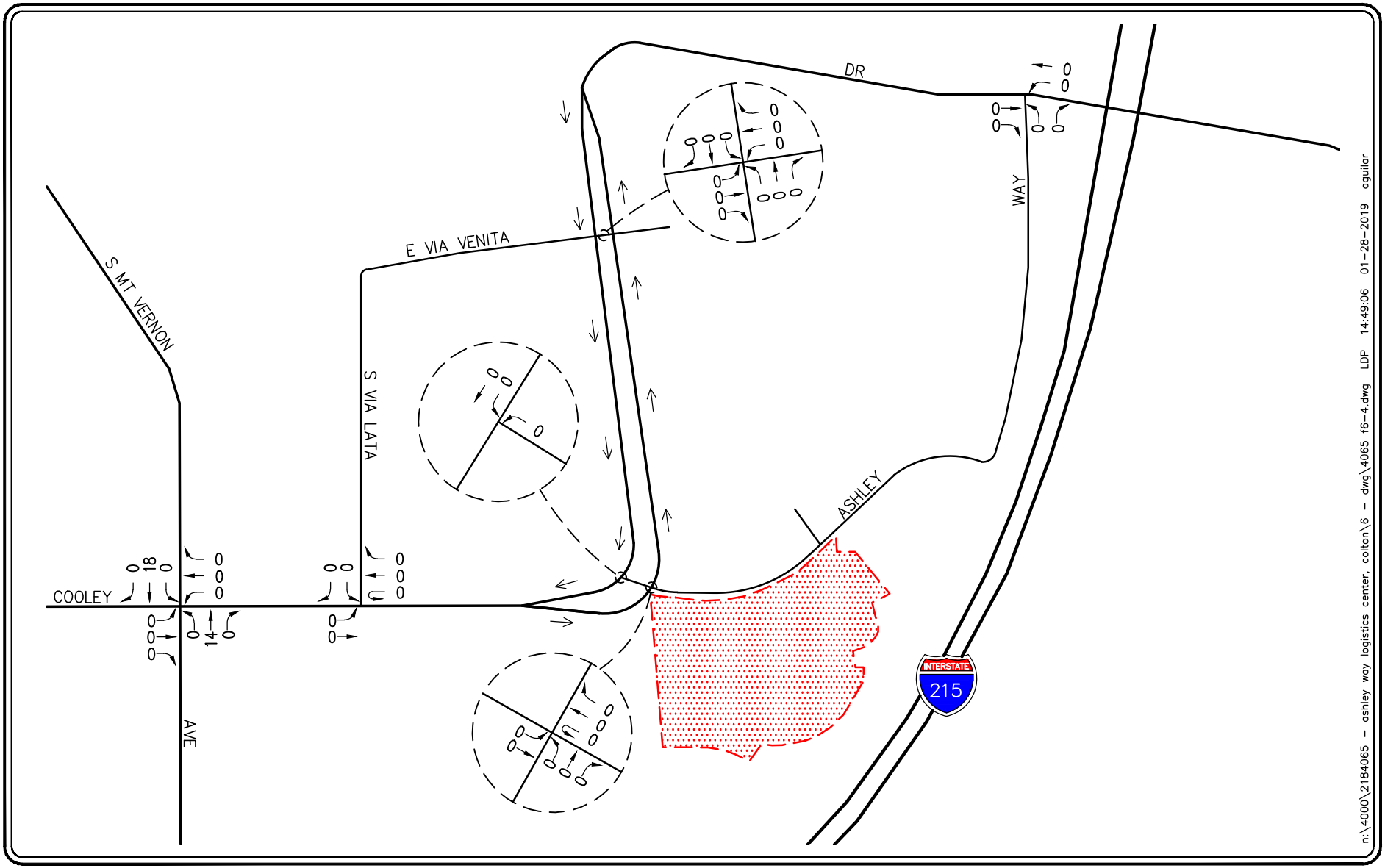
(#) = CUMULATIVE PROJECT LOCATION

= PROJECT SITE

FIGURE 6-3

LOCATION OF CUMULATIVE PROJECTS

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

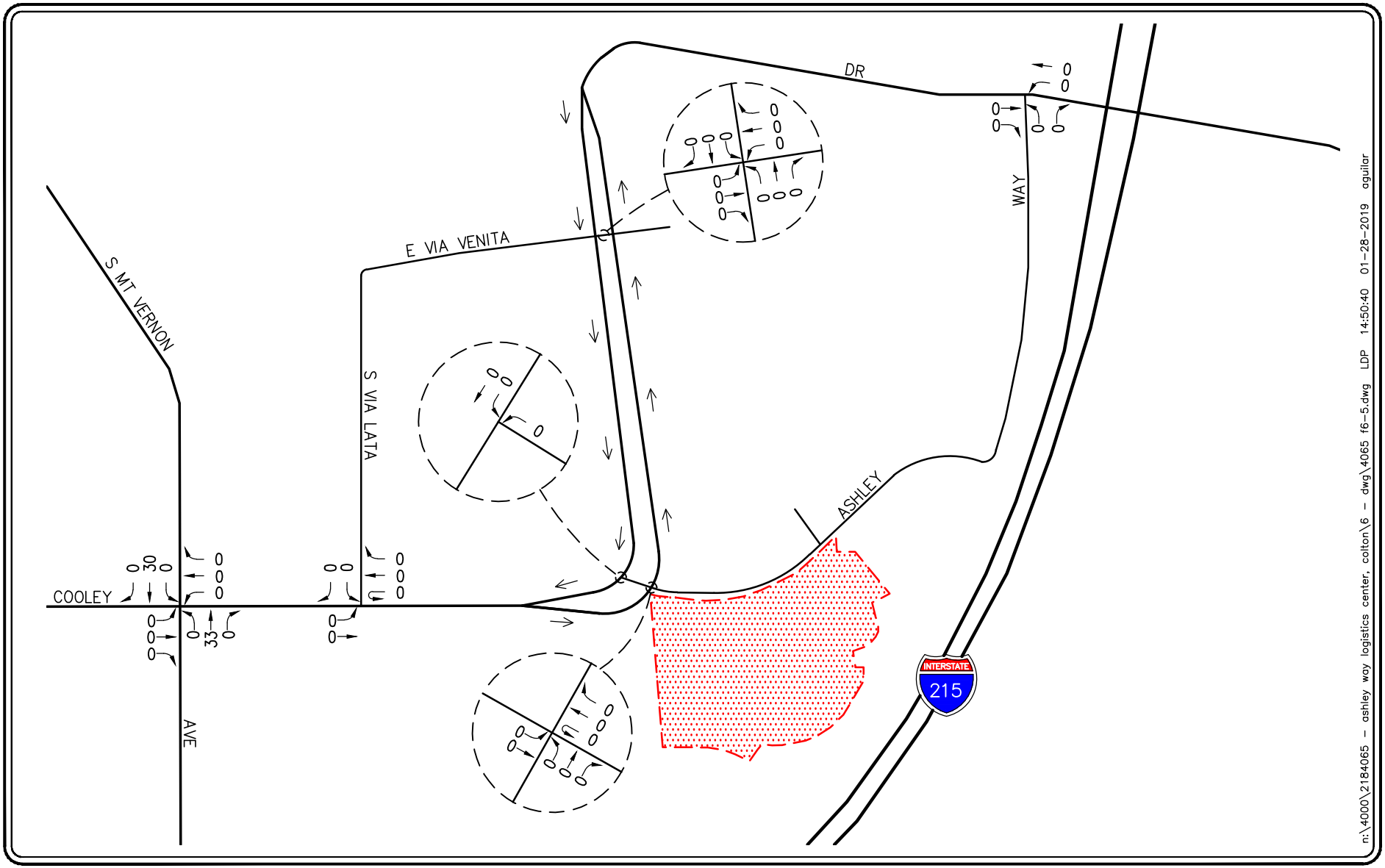
KEY

= PROJECT SITE

FIGURE 6-4

AM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

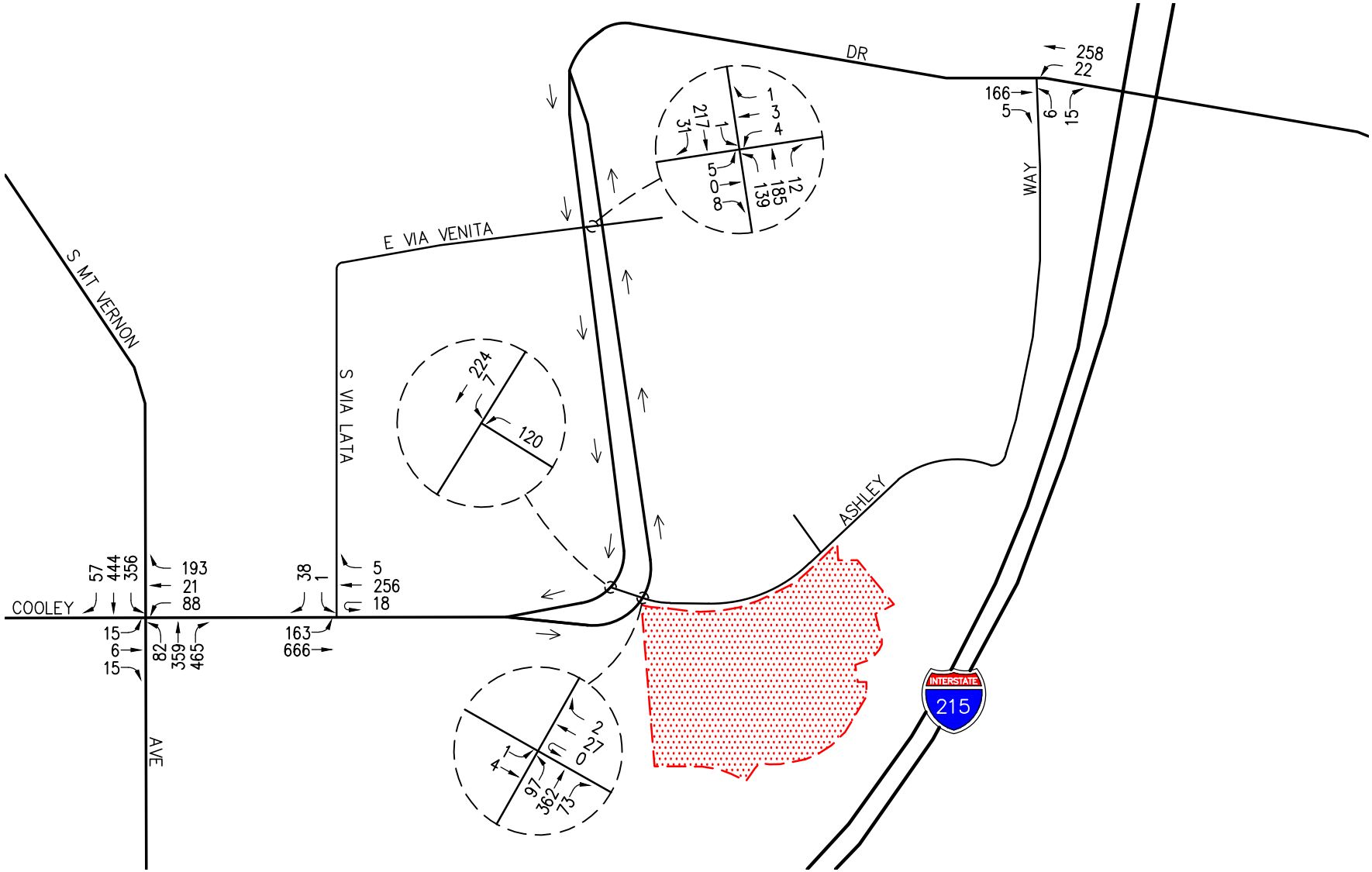
KEY

= PROJECT SITE

FIGURE 6-5

PM PEAK HOUR CUMULATIVE PROJECT TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

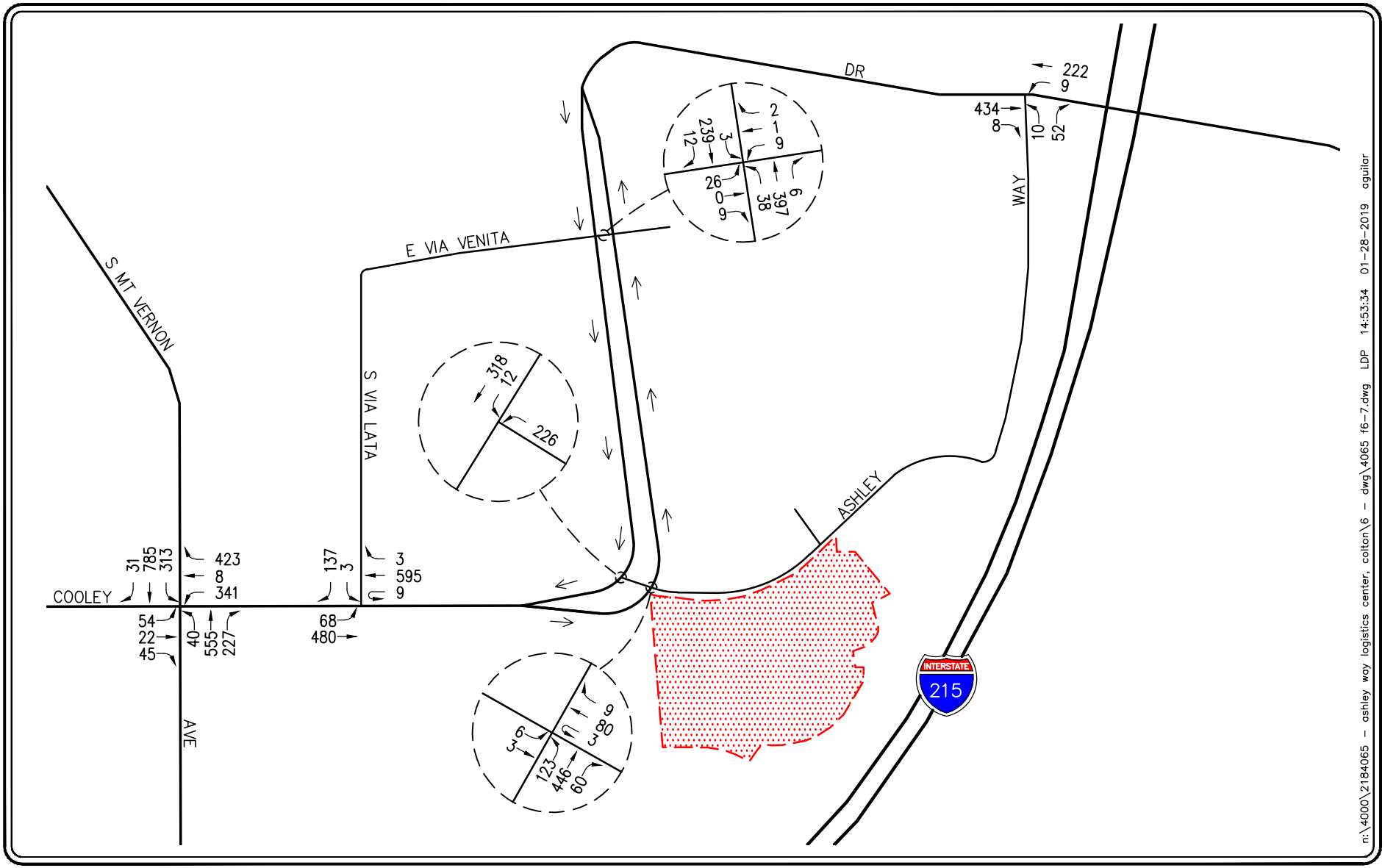
KEY

= PROJECT SITE

FIGURE 6-6

YEAR 2021 WITHOUT PROJECT AM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

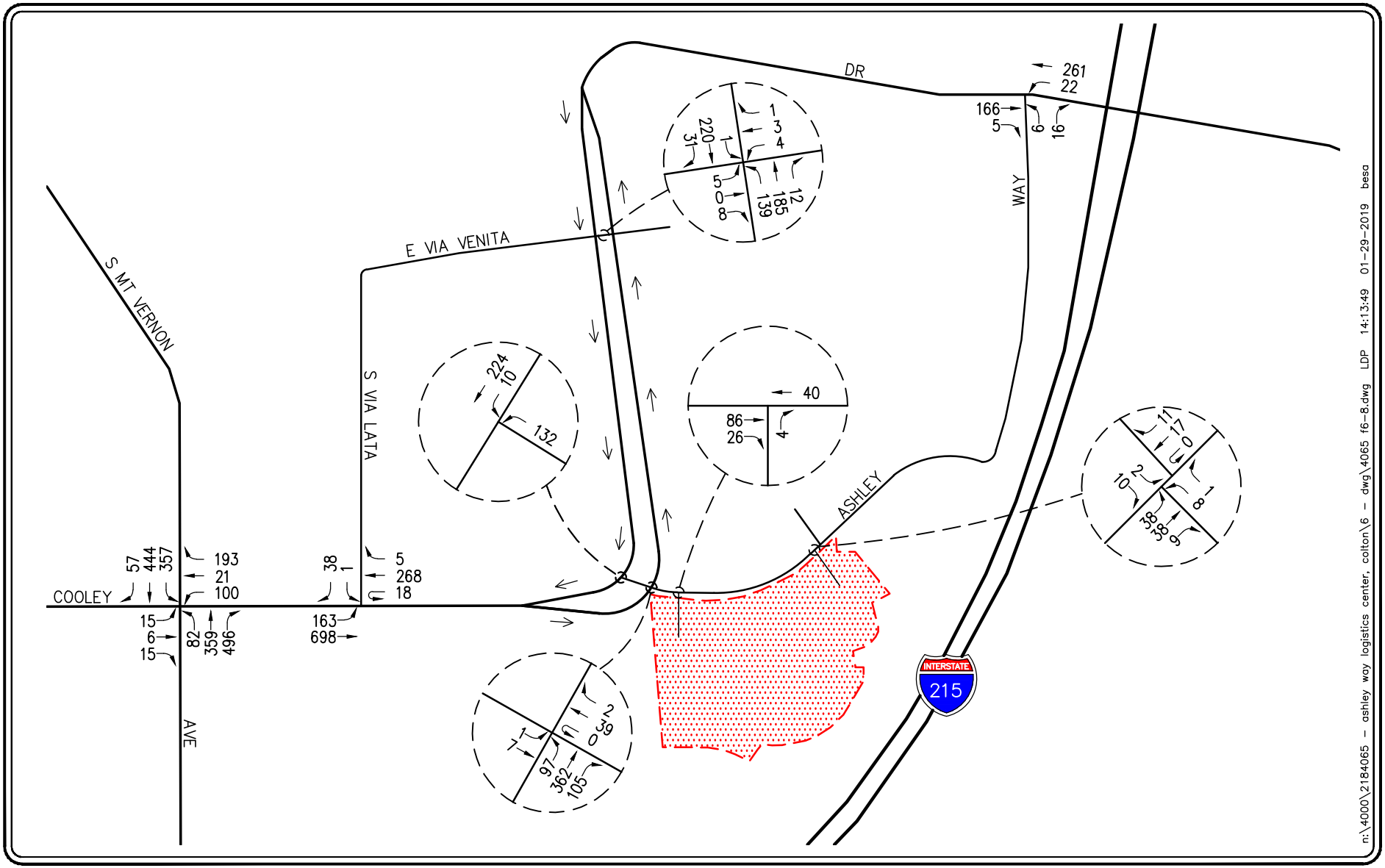
KEY

= PROJECT SITE

FIGURE 6-7

YEAR 2021 WITHOUT PROJECT PM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



n:\4000\2184065 – ashley way logistics center, colton\6 – dwg\4065 f6-8.dwg LDP 14:13:49 01-29-2019 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

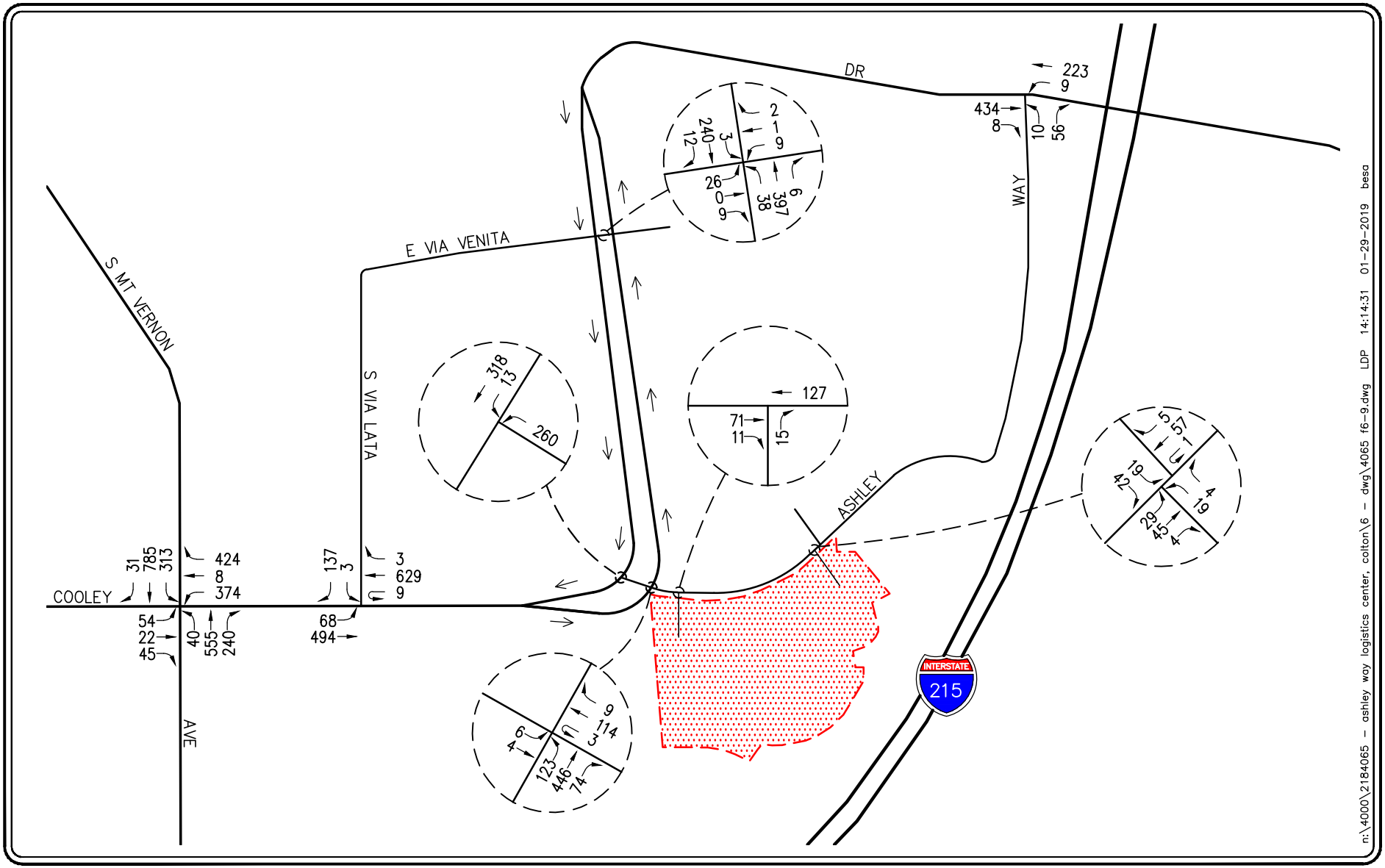
KEY

= PROJECT SITE

FIGURE 6-8

YEAR 2021 WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

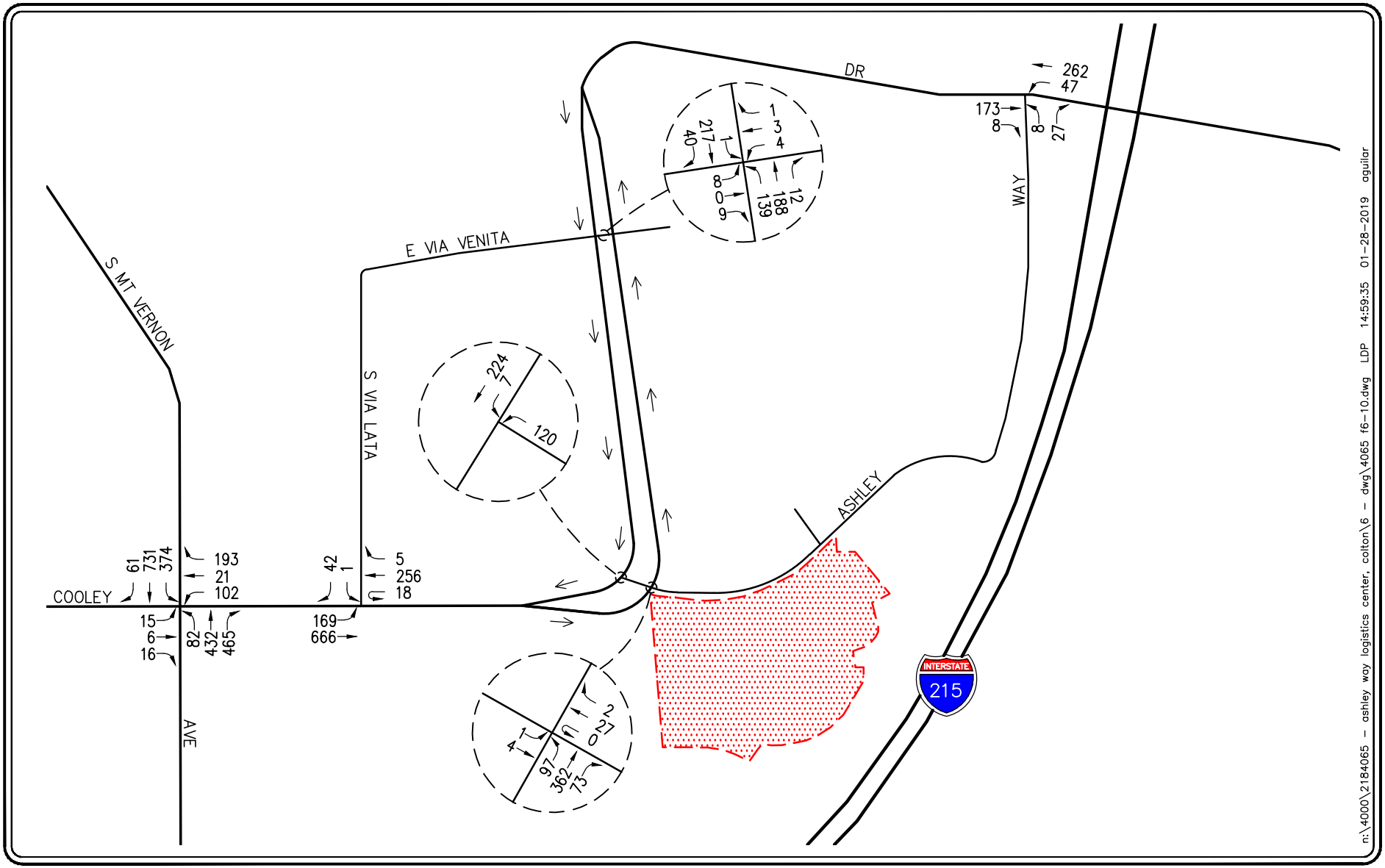
KEY

= PROJECT SITE

FIGURE 6-9

YEAR 2021 WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

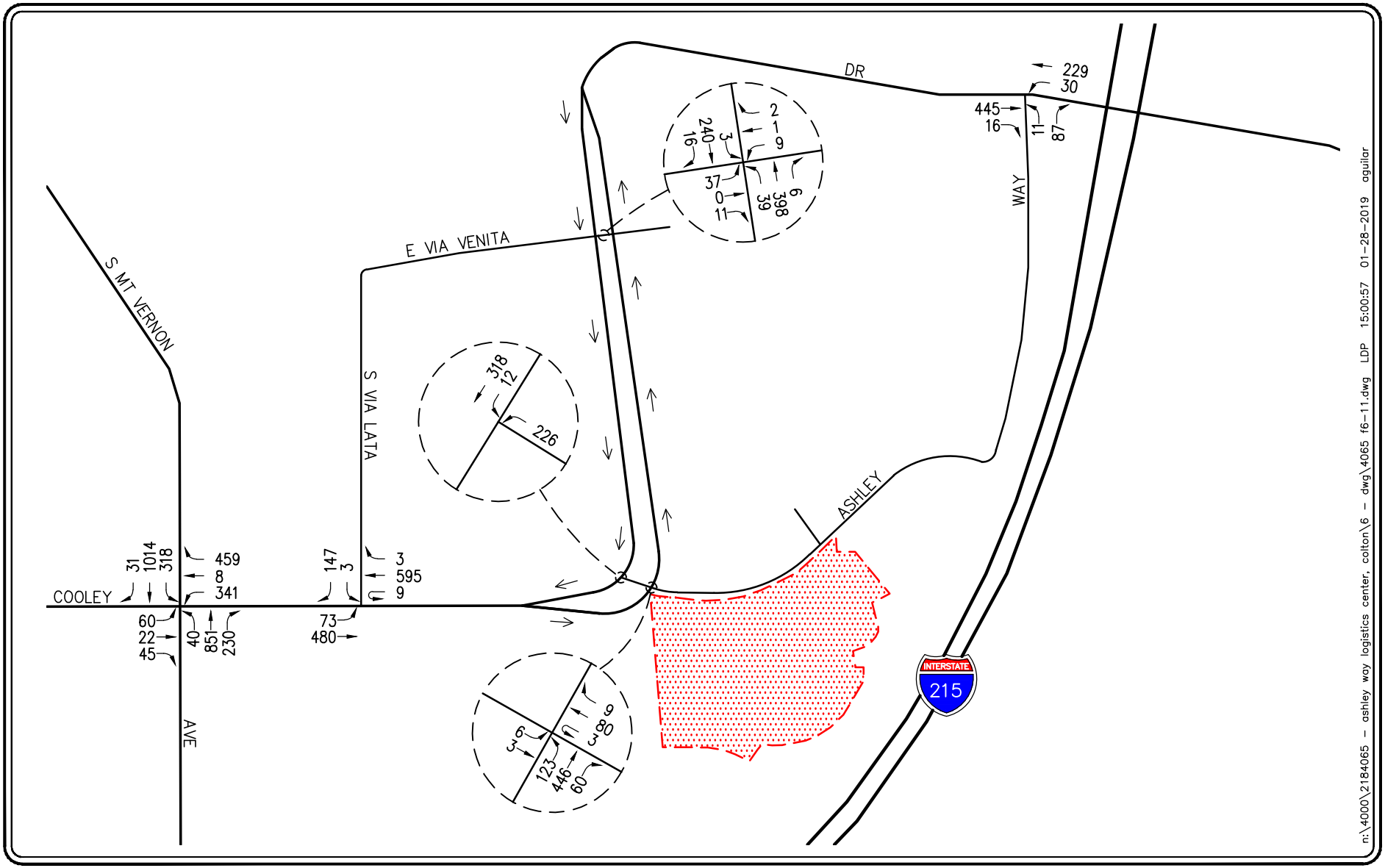
KEY

= PROJECT SITE

FIGURE 6-10

YEAR 2040 WITHOUT PROJECT AM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

NO SCALE

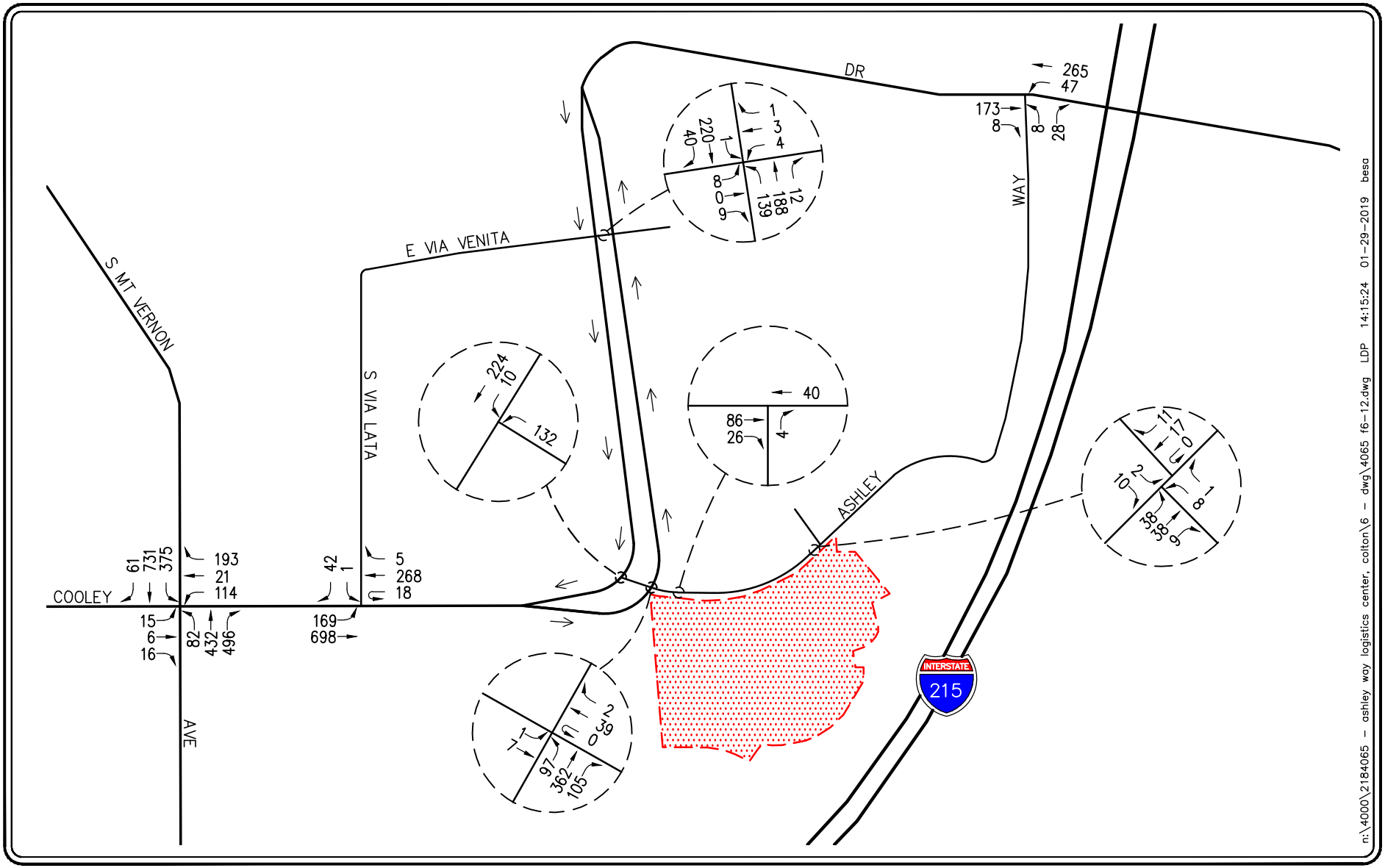
KEY

= PROJECT SITE

FIGURE 6-11

YEAR 2040 WITHOUT PROJECT PM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f6-12.dwg LDP 14:15:24 01-29-2019 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

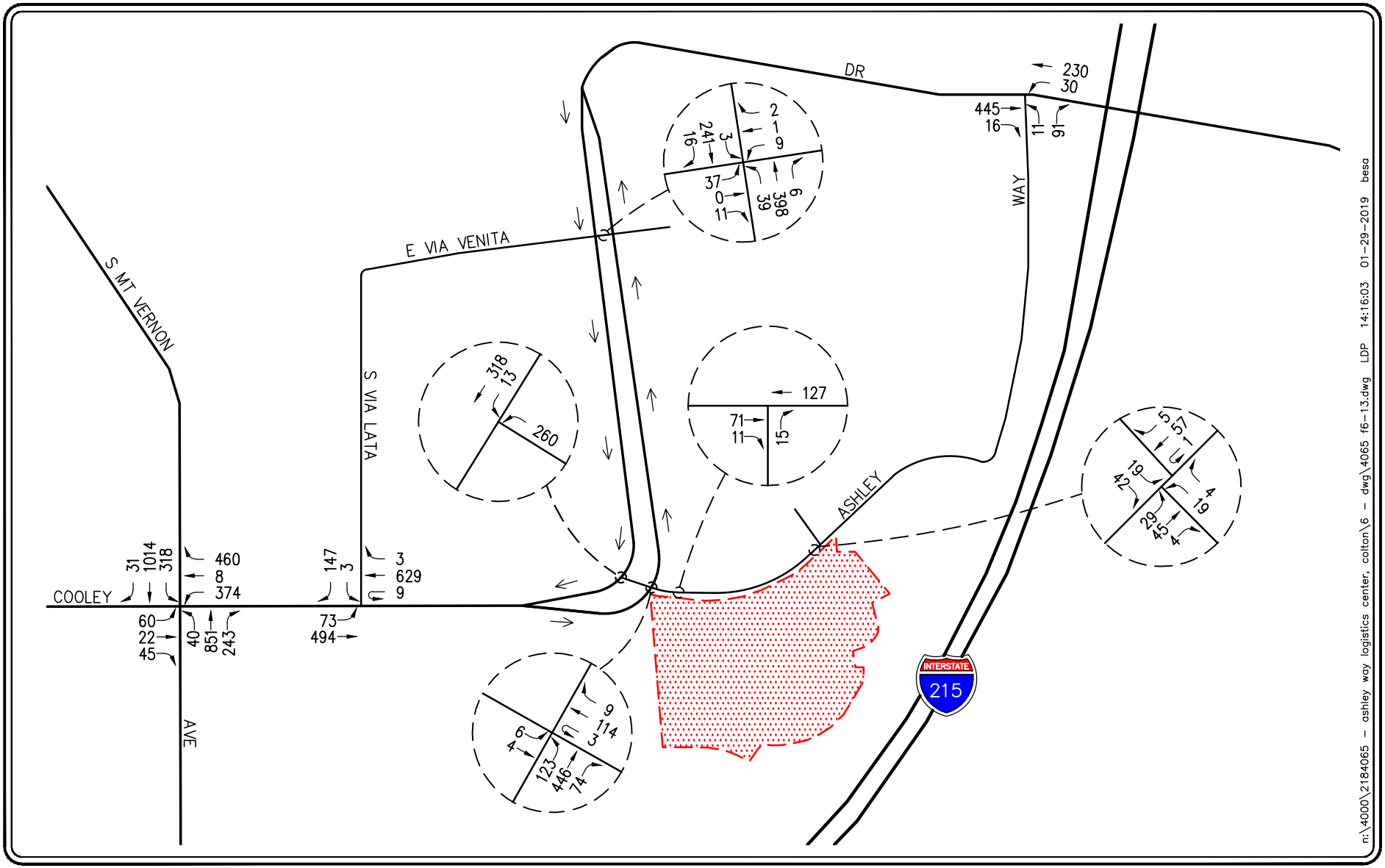
KEY

= PROJECT SITE

FIGURE 6-12

YEAR 2040 WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= PROJECT SITE

FIGURE 6-13

YEAR 2040 WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES

ASHLEY WAY LOGISTICS CENTER, COLTON

TABLE 6-1
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[6]

No.	Cumulative Project	Location/Address	Size/Description
1.	1175 S. Mt. Vernon Avenue	1175 S. Mt. Vernon Avenue	104,000 SF Commercial
2.	Smart & Final Extra	1023 N. Mt. Vernon Avenue	4,400 SF Fast Food Restaurant With Drive-Through
3.	Southwest Regional Operations Center	Southwest corner of Rancho Avenue at Agua Mansa Road	Office Building, Fuel Island, Truck Wash Service Facility, Parking Lot
4.	Tropica Warehouse[7]	Southwest corner of La Cadena Drive at Tropica Rancho Road	266,030 SF Warehouse

[6] Source: City of Colton Planning Department.
[7] Source: *Draft Impact Analysis for the Proposed Tropica Warehouse Project*, prepared by Transtech Engineers, Inc., dated August 23, 2017.

TABLE 6-2
CUMULATIVE PROJECTS TRIP GENERATION FORECAST

No.	Cumulative Project Description	Daily Two-Way	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
1.	1175 S. Mt. Vernon Avenue	3,533	55	33	88	125	136	261
2.	Smart & Final Extra	1,865	46	44	90	37	35	72
3.	Southwest Regional Operations Center	1,130	33	64	97	47	16	63
4.	Tropica Warehouse[8]	794	43	16	59	17	47	64
Total Cumulative Projects Trip Generation Forecast		**7,322**	**177**	**157**	**334**	**226**	**234**	**460**

[8] Source: *Draft Impact Analysis for the Proposed Tropica Warehouse Project*, prepared by Transtech Engineers, Inc., dated August 23, 2017.

7.0 EXISTING CONDITIONS TRAFFIC IMPACT ANALYSIS

The existing conditions traffic analysis establishes the basis for the future forecasts for the Project. This analysis was based on existing intersection and roadway segment counts collected in January 2019. The existing conditions analysis reflects these counts as well as existing lane configurations for all analyzed intersections.

7.1 Existing Conditions Intersection Capacity Analysis

Table 7-1 summarizes the peak hour Level of Service results at the six (6) key study intersections for existing traffic conditions, with and without the Project. The first column (1) of Delay/LOS values in *Table 7-1* presents a summary of Existing AM and PM peak hour traffic conditions. The second column (2) in *Table 7-1* presents forecast Existing With Project traffic conditions. The third column (3) of *Table 7-1* shows whether the traffic associated with the Project will have a significant impact based on the LOS standards and the significance impact criteria defined in this report. The fourth column (4) of *Table 7-1* presents the Level of Service with the implementation of traffic mitigation improvements, if necessary.

7.1.1 *Existing Traffic Conditions*

Review of column (1) of *Table 7-1* indicates that for the Existing traffic conditions, all six (6) key study intersections currently operate at acceptable levels of service during the AM and PM peak hours.

7.1.2 *Existing With Project Traffic Conditions*

Review of column (2) of *Table 7-1* indicates that for the Existing With Project traffic conditions, all six (6) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. Further, as shown in of column (3), the Project will not significantly impact any of the six (6) key study intersections.

Appendix D contains the Delay/LOS calculation worksheets for the Existing Traffic Conditions.

TABLE 7-1

EXISTING CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[9]

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact	(4) Existing With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. S. Mt. Vernon Avenue at Cooley Drive	D	AM	27.7	C	28.0	C	No	--	--
		PM	29.5	C	30.5	C	No	--	--
2. S Via Lata at Cooley Drive	D	AM	9.7	A	9.8	A	No	--	--
		PM	14.7	B	15.4	C	No	--	--
3. SB Cooley Drive at Ashley Way	D	AM	11.1	B	11.3	B	No	--	--
		PM	19.8	C	23.5	C	No	--	--
4. NB Cooley Drive at Ashley Way	D	AM	15.0	C	15.6	C	No	--	--
		PM	27.6	D	33.3	D	No	--	--
5. Cooley Drive at E Via Venita	D	AM	19.1	C	19.2	C	No	--	--
		PM	16.0	C	16.0	C	No	--	--
6. Ashley Way at Cooley Drive	D	AM	10.7	B	10.7	B	No	--	--
		PM	12.8	B	12.9	B	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[9] *Appendix D* contains the Delay/LOS calculation worksheets for all study intersections.

8.0 YEAR 2021 CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impacts of the added Project traffic volumes generated by proposed Project during the AM and PM peak hours were evaluated based on analysis of future Year 2021 operating conditions at the six (6) key study intersections, with and without the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future Delay and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the traffic impact criteria mentioned in this report.

8.1 Year 2021 Conditions Intersection Capacity Analysis

Table 8-1 summarizes the AM and PM peak hour Level of Service results at the six (6) key study intersections for the Year 2021 traffic conditions. The first column (1) of Delay/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 7-1*). The second column (2) presents forecast Year 2021 Without Project traffic conditions and the third column (3) identifies forecast Year 2021 With Project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended improvements, where needed, to achieve an acceptable level of service.

8.1.1 *Year 2021 Without Project Traffic Conditions*

Review of column (2) of *Table 8-1* indicates that for the Year 2021 Without Project traffic conditions, all six (6) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours.

8.1.2 *Year 2021 With Project Traffic Conditions*

Review of column (3) of *Table 8-1* indicates that for the Year 2021 With Project traffic conditions, all six (6) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. Further, as shown in of column (4), the Project will not significantly impact any of the six (6) key study intersections.

Appendix E contains the Delay/LOS calculation worksheets for the Year 2021 Traffic Conditions.

TABLE 8-1

YEAR 2021 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[10]

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2021 Without Project Traffic Conditions		(3) Year 2021 With Project Traffic Conditions		(4) Significant Impact	(5) Year 2021 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. S. Mt. Vernon Avenue at Cooley Drive	D	AM	27.7	C	27.3	C	27.5	C	No	--	--
		PM	29.5	C	28.2	C	29.0	C	No	--	--
2. S Via Lata at Cooley Drive	D	AM	9.7	A	9.6	A	9.7	A	No	--	--
		PM	14.7	B	12.2	B	12.4	B	No	--	--
3. SB Cooley Drive at Ashley Way	D	AM	11.1	B	10.9	B	11.1	B	No	--	--
		PM	19.8	C	14.0	B	14.9	B	No	--	--
4. NB Cooley Drive at Ashley Way	D	AM	15.0	C	14.6	B	15.2	C	No	--	--
		PM	27.6	D	19.1	C	20.5	C	No	--	--
5. Cooley Drive at E Via Venita	D	AM	19.1	C	15.5	C	15.6	C	No	--	--
		PM	16.0	C	14.7	B	14.7	B	No	--	--
6. Ashley Way at Cooley Drive	D	AM	10.7	B	10.1	B	10.0	B	No	--	--
		PM	12.8	B	12.4	B	12.4	B	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[10] *Appendices D* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

9.0 YEAR 2040 CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impacts of the added Project traffic volumes generated by proposed Project during the AM peak hour, PM peak hour, and Daily conditions was evaluated based on analysis of future Year 2040 operating conditions at the six (6) key study intersections, with and without the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future Delay relationships and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the traffic impact criteria mentioned in this report.

9.1 Year 2040 Conditions Intersection Capacity Analysis

Table 9-1 summarizes the AM and PM peak hour Level of Service results at the six (6) key study intersections for the Year 2040 traffic conditions. The first column (1) of Delay/LOS values in *Table 9-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Tables 7-1* and *8-1*). The second column (2) presents forecast Year 2040 Without Project traffic conditions and the third column (3) identifies forecast Year 2040 With Project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended improvements, where needed, to achieve an acceptable level of service.

9.1.1 *Year 2040 Without Project Traffic Conditions*

Review of column (2) of *Table 9-1* indicates that for the Year 2040 Without Project traffic conditions, all six (6) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours.

9.1.2 *Year 2040 With Project Traffic Conditions*

Review of column (3) of *Table 9-1* indicates that for the Year 2040 With Project traffic conditions, all six (6) key study intersections are forecast to operate at acceptable levels of service during the AM and PM peak hours. Further, as shown in of column (4), the Project will not significantly impact any of the six (6) key study intersections.

Appendix F contains the Delay/LOS calculation worksheets for the Year 2040 Traffic Conditions.

TABLE 9-1

YEAR 2040 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY[11]

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2040 Without Project Traffic Conditions		(3) Year 2040 With Project Traffic Conditions		(4) Significant Impact	(5) Year 2040 With Project With Mitigation	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1. S. Mt. Vernon Avenue at Cooley Drive	D	AM	27.7	C	24.3	C	24.5	C	No	--	--
		PM	29.5	C	27.2	C	27.6	C	No	--	--
2. S Via Lata at Cooley Drive	D	AM	9.7	A	9.6	A	9.7	A	No	--	--
		PM	14.7	B	12.3	B	12.6	B	No	--	--
3. SB Cooley Drive at Ashley Way	D	AM	11.1	B	10.9	B	11.1	B	No	--	--
		PM	19.8	C	14.0	B	14.9	B	No	--	--
4. NB Cooley Drive at Ashley Way	D	AM	15.0	C	14.6	B	15.2	C	No	--	--
		PM	27.6	D	19.1	C	20.5	C	No	--	--
5. Cooley Drive at E Via Venita	D	AM	19.1	C	15.6	C	15.7	C	No	--	--
		PM	16.0	C	14.8	B	14.8	B	No	--	--
6. Ashley Way at Cooley Drive	D	AM	10.7	B	10.2	B	10.2	B	No	--	--
		PM	12.8	B	13.1	B	13.2	B	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[11] *Appendices D* and *F* contain the Delay/LOS calculation worksheets for all study intersections.

10.0 PLANNED AND RECOMMENDED IMPROVEMENTS

For those intersections and roadway segments where projected traffic volumes are expected to result in significant impacts, this report recommends improvements that change the intersection and/or roadway segments geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) roadways to specific approaches of a key intersection and/or roadway segments. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and cumulative projects) traffic, and
- Improve Levels of Service to an acceptable range and/or to pre-project conditions.

10.1 Existing With Project Traffic Conditions

The results of the intersection analyses for Existing With Project traffic conditions indicate that the proposed Project is not forecast to have a significant impact at any of the six (6) key study intersections. As there are no significant impacts, no traffic mitigation measures are required under this traffic scenario.

10.2 Year 2021 With Project Traffic Conditions

The results of the intersection analyses for Year 2021 With Project traffic conditions indicate that the proposed Project is not forecast to have a significant impact at any of the six (6) key study intersections. As there are no significant impacts, no traffic mitigation measures are required under this traffic scenario.

10.3 Year 2040 With Project Traffic Conditions

The results of the intersection analyses for Year 2040 With Project traffic conditions indicate that the proposed Project is not forecast to have a significant impact at any of the six (6) key study intersections. As there are no significant impacts, no traffic mitigation measures are required under this traffic scenario.

11.0 TRAFFIC SIGNAL WARRANT ANALYSIS

The level of service analyses at the key unsignalized impacted study intersections that are recommended to be signalized are supplemented with an assessment of the need for signalization of the intersections. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the peak-hour traffic signal warrant. Warrant #3 described in the *California Manual on Uniform Traffic Control Devices (MUTCD).* Warrant #3 has two parts: 1) Part A evaluates peak hour vehicle delay for traffic on the minor street approach with the highest delay and 2) Part B evaluates peak-hour traffic volumes on the major and minor streets. This method provides an indication of whether peak-hour traffic conditions or peak-hour traffic volume levels are, or would be, sufficient to justify installation of a traffic signal. Other traffic signal warrants are available, however, they cannot be checked under future conditions because they rely on data for which forecasts are not available (such as accidents, pedestrian volume, and four- or eight-hour vehicle volumes).

The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are satisfied. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

Traffic signal warrant analysis has been completed for the following three (3) key unsignalized intersections as requested by City staff:

- 2. S Via Lata at Cooley Drive
- 3. SB Cooley Drive at Ashley Way
- 5. Cooley Drive at E Via Venita

11.1 Existing With Project Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for the Existing With Project traffic conditions are summarized in column (1) of ***Table 11-1***. The results indicate that none of the selected three (3) key unsignalized intersections have existing traffic conditions that would exceed the volume thresholds of Warrant #3, Parts A or B for the AM or PM peak hour. The Existing With Project Traffic Conditions Traffic Signal Warrant Analysis worksheets are contained in ***Appendix G***.

11.2 Year 2021 With Project Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for the Year 2021 With Project traffic conditions are summarized in column (2) of *Table 11-1*. The results indicate that none of the selected three (3) key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Parts A or B for the AM or PM peak hour. The Year 2021 With Project Traffic Conditions Traffic Signal Warrant Analysis worksheets are contained in *Appendix G*.

11.3 Year 2040 With Project Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for the Year 2040 With Project traffic conditions are summarized in column (3) of *Table 11-1*. The results indicate that none of the selected

three (3) key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Parts A or B for the AM or PM peak hour. The Year 2040 With Project Traffic Conditions Traffic Signal Warrant Analysis worksheets are contained in *Appendix G*.

TABLE 11-1
INTERSECTION TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY[12]

Key Intersection		Time Period	(1) Existing With Project Traffic Conditions		(2) Year 2021 With Project Traffic Conditions		(3) Year 2040 With Project Traffic Conditions	
			Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?	Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?	Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?
2.	S Via Lata at	AM	No	No	No	No	No	No
	Cooley Drive	PM	No	No	No	No	No	No
3.	SB Cooley Drive at	AM	No	No	No	No	No	No
	Ashley Way	PM	No	No	No	No	No	No
5.	Cooley Drive at	AM	No	No	No	No	No	No
	E Via Venita	PM	No	No	No	No	No	No

Notes:

- Signal Warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the *California MUTCD.*

[12] *Appendix G* contains the Traffic Signal Warrant Analysis worksheets for the key unsignalized study intersections.

12.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

12.1 Site Access

As shown in *Figure 2-2*, access to the Project site will be provided via one (1) right-in/right-out only driveway and one (1) right-in with full egress (with truck restrictions) driveway along Ashley Way.

Table 12-1 summarizes the intersection operations at the Project driveways for Existing With Project, Year 2021 With Project, and Year 2040 With Project traffic conditions. The operations analysis for the Project driveways is based on the *Highway Capacity Manual 6th Edition* (HCM 6) methodology for unsignalized intersections.

12.1.1 *Existing With Project Traffic Conditions*

As shown in column (1) of *Table 12-1*, the two (2) Project driveways are forecast to operate at acceptable levels of service LOS B or better during the AM and PM peak hours under the Existing With Project traffic conditions. ***Appendix H*** contains the Delay/LOS calculation worksheets for the Existing With Project Traffic Conditions.

12.1.2 *Year 2021 With Project Traffic Conditions*

As shown in column (2) of *Table 12-1*, the two (2) Project driveways are forecast to operate at acceptable levels of service LOS A or better during the AM and PM peak hours under the Year 2021 With Project traffic conditions. *Appendix H* contains the Delay/LOS calculation worksheets for the Year 2021 With Project Traffic Conditions.

12.1.3 *Year 2040 With Project Traffic Conditions*

As shown in column (3) of *Table 12-1*, the two (2) Project driveways are forecast to operate at acceptable levels of service LOS A or better during the AM and PM peak hours under the Year 2040 With Project traffic conditions. *Appendix H* contains the Delay/LOS calculation worksheets for the Year 2040 With Project Traffic Conditions.

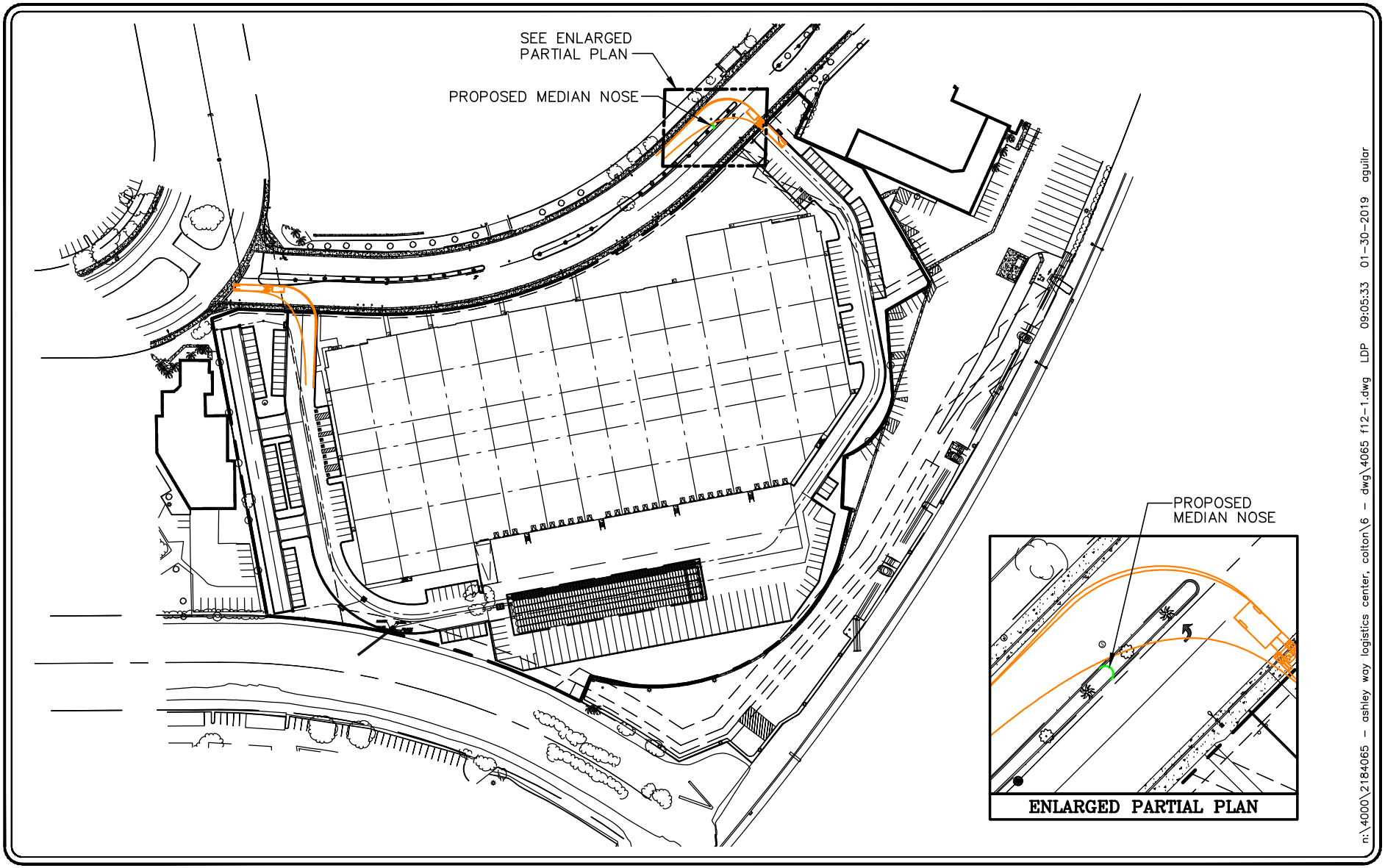
12.2 Internal Circulation Evaluation

Based on our review of the preliminary site plan, the overall layout does not create any unsafe conflict points and the driveway throating is sufficient such that drive aisles are not impacted by internal vehicle queuing/stacking. The on-site circulation is very good based on our review of the proposed site plan, whereas the alignment, spacing, and throating of the Project driveways is adequate. The circulation around the building is adequate with sufficient sight distance along the drive aisles.

The on-site circulation layout of the proposed Project, based upon the conceptual site plans, on an overall basis is adequate. Our evaluation of the on-site circulation shown on the preliminary site plans was performed using the *Turning Vehicle Templates*, developed by Jack E. Leisch & Associates and *AutoTURN for AutoCAD* computer software that simulates turning maneuvers for various types of vehicles. The turning templates were utilized to ensure that large trucks could properly access and circulate through the Project site.

Truck turning templates were utilized to ensure that large trucks could properly access and circulate through the Project site. Based on our evaluation, curb return radii at the driveways have been confirmed and are generally adequate for large trucks. The design of the entry/exit points of the Project driveways are adequate for expected traffic volumes. ***Figure 12-1*** presents the turning movements required of a large truck to circulate throughout the Project site. It should be noted that it is recommended that truck access be restricted to eastbound right-turn ingress only at Project Driveway 1 and northbound left-turn egress only at Project Driveway 2. No other turn movements shall be permitted for Project truck traffic at either of the Project Driveways.

Further, as shown in *Figure 12-1,* the existing median at Project Driveway 2 is recommended to be shortened by about 45 feet to accommodate the northbound left-turn truck egress movement. In addition, no westbound left-turn ingress movements for all vehicles, no northbound right-turn egress for trucks, and no eastbound right-turn ingress for trucks shall be permitted, with appropriate signage, at Project Driveway 2. Lastly, a detailed construction plan is recommended in conjunction with the building permit for the Project.



n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f12-1.dwg LDP 09:05:33 01-30-2019 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: FMCIVIL ENGINEERS INC.

FIGURE 12-1

WB-62 TRUCK TURNING ANALYSIS

ASHLEY WAY LOGISTICS CENTER, COLTON

TABLE 12-1
PEAK HOUR PROJECT DRIVEWAY CAPACITY ANALYSIS SUMMARY[13]

Key Intersection		Time Period	(1) Existing With Project Traffic Conditions		(2) Year 2021 With Project Traffic Conditions		(3) Year 2040 With Project Traffic Conditions	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS
A.	Project Driveway 1 at Ashley Way	AM	8.8	A	8.8	A	8.8	A
		PM	8.7	A	8.7	A	8.7	A
B.	Project Driveway 2 at Ashley Way	AM	9.5	A	9.5	A	9.5	A
		PM	10.1	B	9.9	A	9.9	A

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Table 3-2* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[13] *Appendix H* contains the Delay/LOS calculation worksheets for the Project driveways.

APPENDIX A

APPROVED TRAFFIC IMPACT STUDY SCOPE OF WORK

MEMORANDUM

LINSCOTT LAW & GREENSPAN engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

To: Mr. Patrick Safari
Associate Engineer
City of Colton

Date: January 24, 2019

From: Zawwar Saiyed, P.E., Senior Transportation Engineer
Linscott, Law & Greenspan, Engineers

LLG Ref: 2.18.4065.1

Subject: Revised Traffic Impact Analysis Scope of Work for the proposed Ashley Way Logistics Center, Colton, California

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following Revised Scope of Work Memorandum for the preparation of a Traffic Impact Analysis report for proposed Ashley Way Logistics Center (hereinafter referred to as Project) in the City of Colton. The work scope details summarized below are based on the City's traffic study requirements, CEQA requirements, and our experience with the City's requirements.

The traffic impact analysis report for the proposed Project will satisfy the traffic impact requirements of the City of Colton and be consistent with the requirements and procedures outlined in the current *Congestion Management Program (CMP) for San Bernardino County 2016 Update, Guidelines for CMP Traffic Impact Analysis Reports.*

Traffic Impact Analysis (TIA) Scope of Work

1. **Project Description and Location**: The proposed Project is generally located south of Ashley Way, east of Cooley Drive, and north of the I-215 Freeway in the City of Colton, San Bernardino County, California. ***Figure 1*** presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system. ***Figure 2*** presents the existing aerial photograph of the Project site.

   The Project applicant is proposing a General Plan Amendment and Zone Change from Commercial to Industrial to allow the construction of a new 220,185 square-feet (SF) warehouse/distribution building on a vacant lot measuring approximately 11.19 acres with the C-2 (General Commercial) Zone. Access to the Project site will be provided via one (1) right-in/right-out only driveway and one (1) right-in with full egress driveway along Ashley Way. ***Figure 3*** presents the proposed Project site plan prepared by *RGA.*

2. **Traffic Study Locations:** The following six (6) intersections represent the list of potential study intersections that are to be evaluated in the Traffic Impact Analysis:

   1. S. Mt. Vernon Avenue at Cooley Drive
   2. S. Via Lata at Cooley Drive

LINSCOTT LAW & GREENSPAN engineers

3. SB Cooley Drive at Ashley Way
4. NB Cooley Drive at Ashley Way
5. Cooley Drive at E. Via Venita
6. Ashley Way at Cooley Drive

3. <u>Level of Service and Impact Criteria:</u> The City of Colton General Plan indicates that Level of Service (LOS) D shall be maintained at intersections and roadways. Therefore, any intersections operating at LOS E or F shall be considered deficient.

Consistent with the City of Colton and as presented in *Appendix B of the San Bernardino County CMP*, the parameters to be used in the analysis are listed in ***Table 1***.

4. <u>Project Trip Generation Forecast</u>: The trip generation potential of the proposed Project will be estimated using trip rates contained in the *10th Edition of Trip Generation*, published by the Institute of Transportation Engineers (ITE), [Washington, D.C., 2017]. Specifically, the trip generation potential of the Project will be estimated using ITE Land Use 150: Warehousing trip rates. The upper portion of ***Table 2*** summarizes the trip generation rates used in forecasting the vehicular trips generated by the Project. The middle portion of *Table 2* summarizes the trip generation potential used in forecasting the vehicular trips, both autos and trucks, generated by the Project using recommended factors published in the *Truck Trip Generation Study – City of Fontana, August 2003.* Consistent with standard traffic engineering practice, passenger car equivalent (PCE) factors have been utilized due to the expected heavy truck component of the Project uses. A PCE factor of 1.5, 2.0, and 3.0 has been applied to large 2-axle, 3-axle, and 4+-axle trucks, respectively.

A review of the lower portion of *Table 2* shows that the proposed Project is forecast to generate 485 daily trips (one half arriving, one half departing), with 48 trips (35 inbound, 13 outbound) produced in the AM peak hour and 53 trips (15 inbound, 38 outbound) produced in the PM peak hour. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE).

5. <u>Project Trip Distribution Pattern</u>: The directional trip distribution patterns for the employees and trucks of the Project are presented in ***Figures 4*** and ***5.*** Project traffic volumes, both entering and exiting the site, have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. I-215 Freeway, etc.),

LINSCOTT LAW & GREENSPAN engineers

- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- the traffic-carrying capacity and travel speed available on roadways serving the Project site, and
- ingress/egress availability at the Project site.

6. **Year 2021 Cumulative Traffic**:
   - Ambient Growth Rate: 2.0% per year.
   - Cumulative Projects: Obtain information regarding cumulative projects within the vicinity of the proposed Project from the City of Colton, City of Grand Terrace, City of San Bernardino and City of Loma Linda.

7. **Long-Term Buildout Traffic:** Formally request preparation of SANBAG approved computer traffic model runs for baseline conditions and buildout conditions for the AM and PM peak periods and daily traffic conditions. Below is the methodology to derive the long-term buildout traffic volumes.
   - Peak period traffic volumes will be converted to peak hour (i.e., one-hour) traffic volumes using a conversion factor of 0.38 for the AM peak hour and 0.28 for the PM peak hour;
   - Calculate the difference between the baseline and buildout peak period traffic volumes and convert to AM and PM peak hour (i.e., one-hour) link traffic volumes;
   - Link traffic volumes (i.e., two-way directional traffic volumes on each roadway segment) will be post-processed using the "b-turns" program and the relationship of the base year validation model run output to the base year "ground" traffic counts to develop buildout AM and PM peak hour traffic volumes.

8. **Traffic Impact Analysis Scenarios:** The LOS calculations will be based on the *Highway Capacity Manual 6th Edition (HCM 6)* for methodology for signalized and unsignalized intersections based on the City of Colton and San Bernardino County CMP requirements. The Project's potential impact will be based on the City of Colton LOS standards. The following scenarios are those for which LOS calculations will be performed:
   1. Existing Traffic Conditions,
   2. Existing With Project Traffic Conditions,
   3. Scenario (2) with Recommended Improvements, if any,
   4. Year 2021 Without Project Traffic Conditions,
   5. Year 2021 With Project Traffic Conditions,

LINSCOTT LAW & GREENSPAN engineers

6. Scenario (5) With Recommended Improvements, if any,
7. Year 2040 Without Project Traffic Conditions,
8. Year 2040 With Project Traffic Conditions, and
9. Scenario (8) With Recommended Improvements, if any.

9. <u>Mitigation and Fair-Share Contribution Percentage</u>: Conduct mitigation and calculate fair-share contribution percentage at the significantly impacted intersections (if any) for the scenarios listed in ***Task 8*** above.

10. <u>Other Issues</u>:

- Evaluate site access and internal circulation.
- Evaluate traffic signal warrant analysis for the following three (3) intersections:
  - 2. S. Via Lata at Cooley Drive
  - 3. Cooley Drive at Ashley Way
  - 5. Cooley Drive at E. Via Venita
- Analyze truck turning movements (EBR, WBL & NBR) at Project Driveway 2.
- Provide a conceptual median design plan for Driveway 2 and Ashley Way.

* * * * * * * * * * *

We appreciate the opportunity to provide this scope of work for your review and approval. Should you have any questions or comments, please call me at (949) 825-6175.

Approved by:

_____ _____

City of Colton Date

cc: File

LINSCOTT LAW & GREENSPAN engineers

TABLE 1
CITY OF COLTON TRAFFIC IMPACT ANALYSIS PARAMETERS[1]

Intersection Methodology	HCM 6th Edition • *Chapter 19: Signalized Intersections* • *Chapter 20: Two-Way Stop-Controlled Intersections*		
PHF	Existing Field Observed	Near-Term 0.95	Long-Term 0.95
Saturation	*San Bernardino County CMP, 2016 Update, Appendix B*		
	<u>Existing and Opening Day</u> • Exclusive thru: 1,800 vphgpl • Exclusive left: 1,700 vphgpl • Exclusive right: 1,800 vphgpl • Exclusive double left: 1,600 vphgpl • Exclusive triple left: 1,500 vphgpl <u>Buildout</u> • Exclusive thru: 1,900 vphgpl • Exclusive left: 1,800 vphgpl • Exclusive right: 1,900 vphgpl • Exclusive double right: 1,800 vphgpl • Exclusive double left: 1,700 vphgpl • Exclusive triple left: 1,600 vphgpl		
Coordinate Type/Actuation Type	Time of Day Pattern Coordinated/Fully Actuated		
Cycle Length	90-130 seconds		
Minimum Green	6 seconds		
Lost Time	2 second lost time/phase		
Pedestrian Clearance	[(# lanes x 12) / 3.5] + 7 seconds		

[1] Source*: Appendix B of the San Bernardino County CMP, 2016 Update.*

LINSCOTT LAW & GREENSPAN engineers

TABLE 2
PROJECT TRIP GENERATION FORECAST[2]

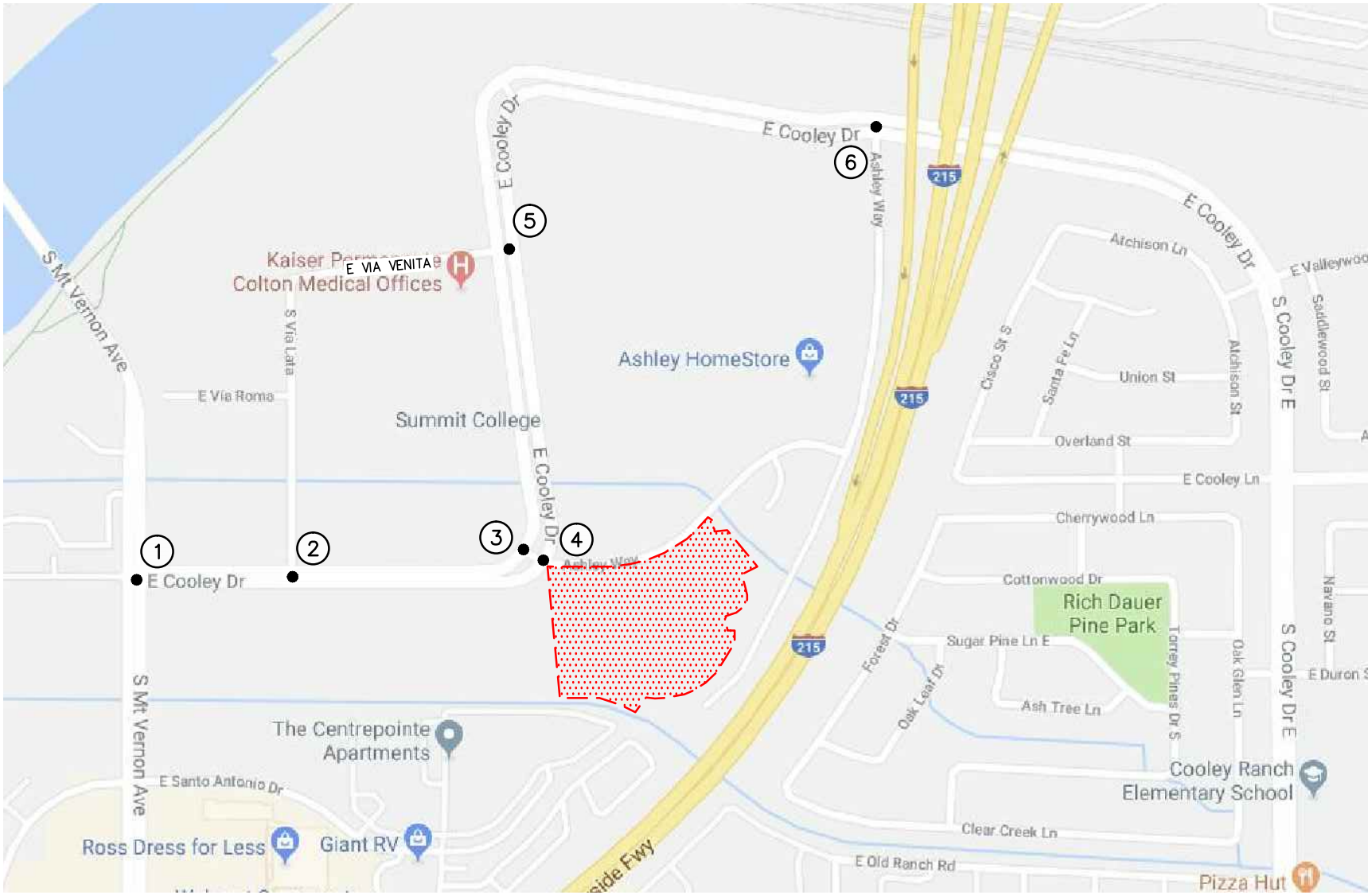
ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Factors:							
▪ 150: Warehousing (TE/TSF)	***1.74***	***0.13***	***0.04***	***0.17***	***0.05***	***0.14***	***0.19***
❑ Passenger Cars – 80.3% of Daily (TE/TSF)	1.40	0.10	0.03	0.13	0.04	0.11	0.15
❑ 2-Axle Trucks – 5.2% Daily (TE/TSF)	0.09	0.01	0.00	0.01	0.00	0.01	0.01
❑ 3-Axle Trucks- 4.5% Daily (TE/TSF)	0.08	0.01	0.00	0.01	0.00	0.01	0.01
❑ 4+ Axle Trucks – 10.0% Daily (TE/TSF)	0.17	0.01	0.01	0.02	0.01	0.01	0.02
Warehousing Trip Generation Forecast:							
150: Warehousing (220,185 SF)	***383***	***28***	***9***	***37***	***11***	***31***	***42***
❑ Passenger Cars	308	22	7	29	9	25	34
❑ 2-Axle Trucks	20	2	0	2	0	2	2
❑ 3-Axle Trucks	18	2	0	2	0	2	2
❑ 4+ Axle Trucks	37	2	2	4	2	2	4
Warehousing Gross Trip Generation Forecast	***383***	***28***	***9***	***37***	***11***	***31***	***42***
PCE[3] Warehousing Trip Generation Forecast:							
150: Warehousing (220,185 SF)							
❑ Passenger Cars	308	22	7	29	9	25	34
❑ 2-Axle Trucks	30	3	0	3	0	3	3
❑ 3-Axle Trucks	36	4	0	4	0	4	4
❑ 4+ Axle Trucks	111	6	6	12	6	6	12
PCE Warehousing Trip Generation Forecast	**485**	**35**	**13**	**48**	**15**	**38**	**53**

Notes:

- TE/TSF = Trip Ends per Thousand Square Feet
- SF = Square-Feet

[2] Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2017)]*.

[3] All 2-axle, 3-axle and 4+axles trucks converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck and 3.0 vehicles per truck, respectively.



n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f-1.dwg LDP 14:12:07 01-24-2019 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1

VICINITY MAP

ASHLEY WAY LOGISTICS CENTER, COLTON

n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f-2.dwg LDP 13:40:45 12-18-2018 besa

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

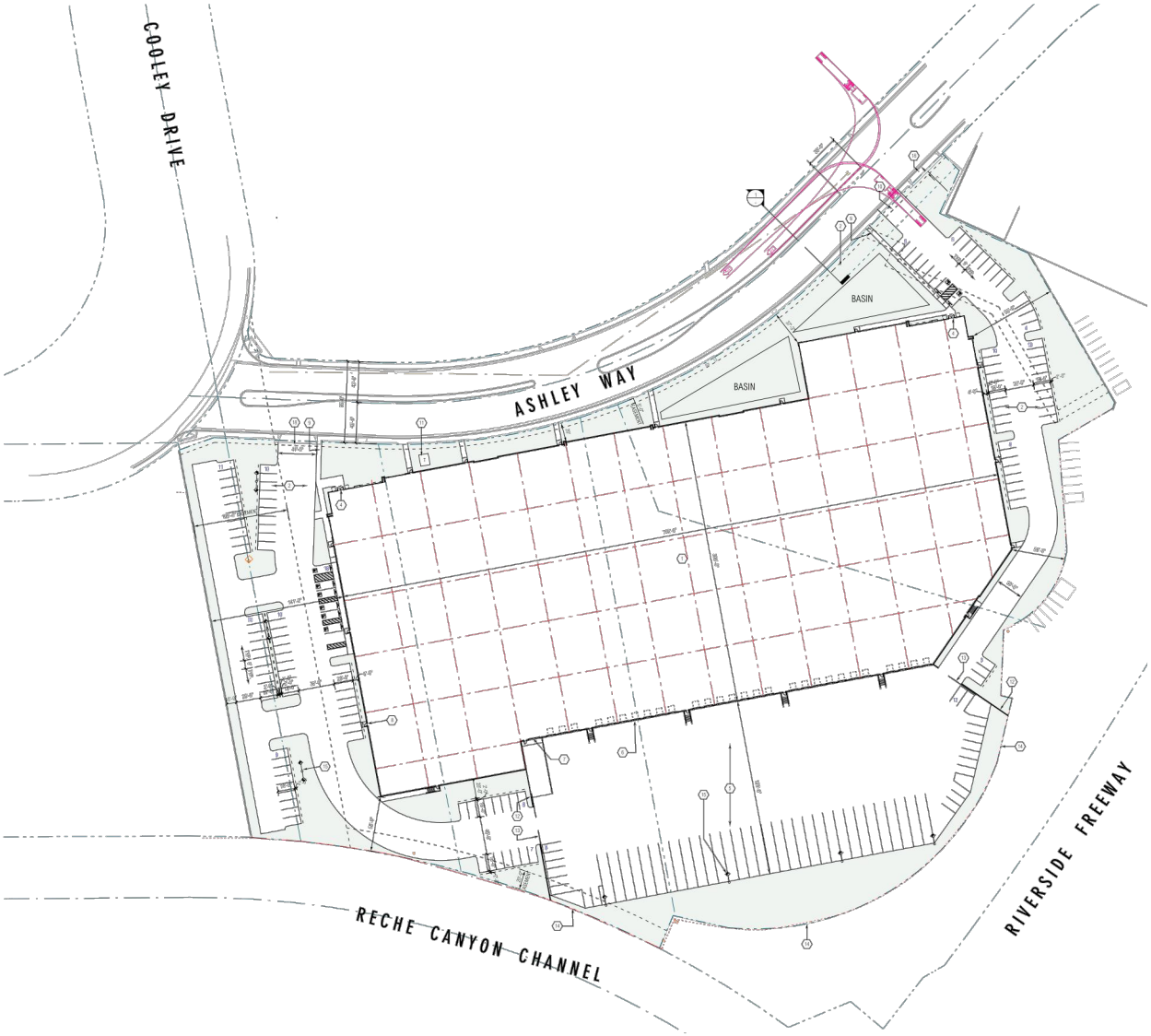
KEY

= PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL

ASHLEY WAY LOGISTICS CENTER, COLTON



n:\4000\2184065 - ashley way logistics center, colton\6 - dwg\4065 f-3.dwg LDP 17:01:04 01-09-2019 besa

LINSCOTT LAW & GREENSPAN engineers

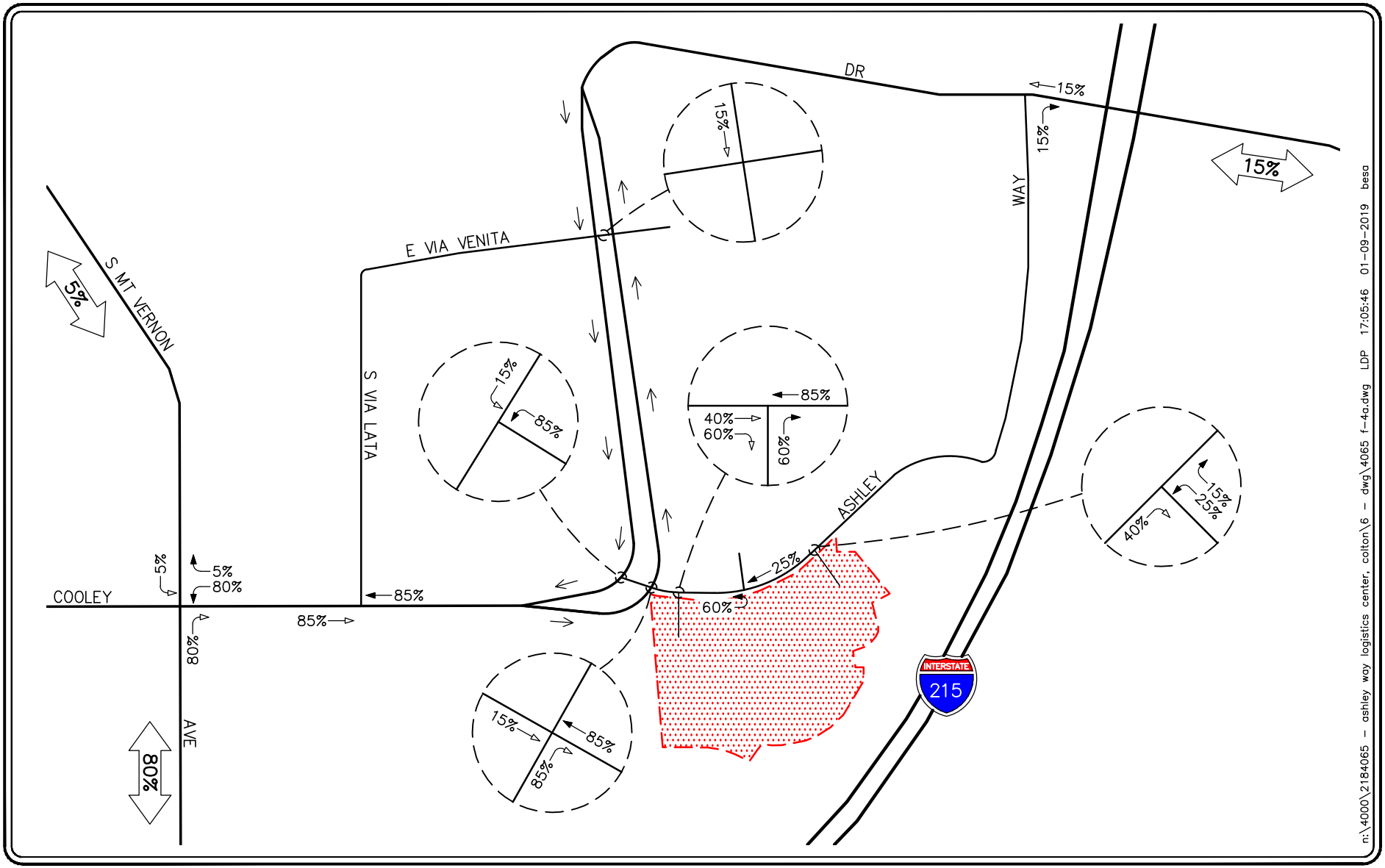
N NO SCALE

SOURCE: RGA

FIGURE 3

PROPOSED SITE PLAN

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= INBOUND PERCENTAGE

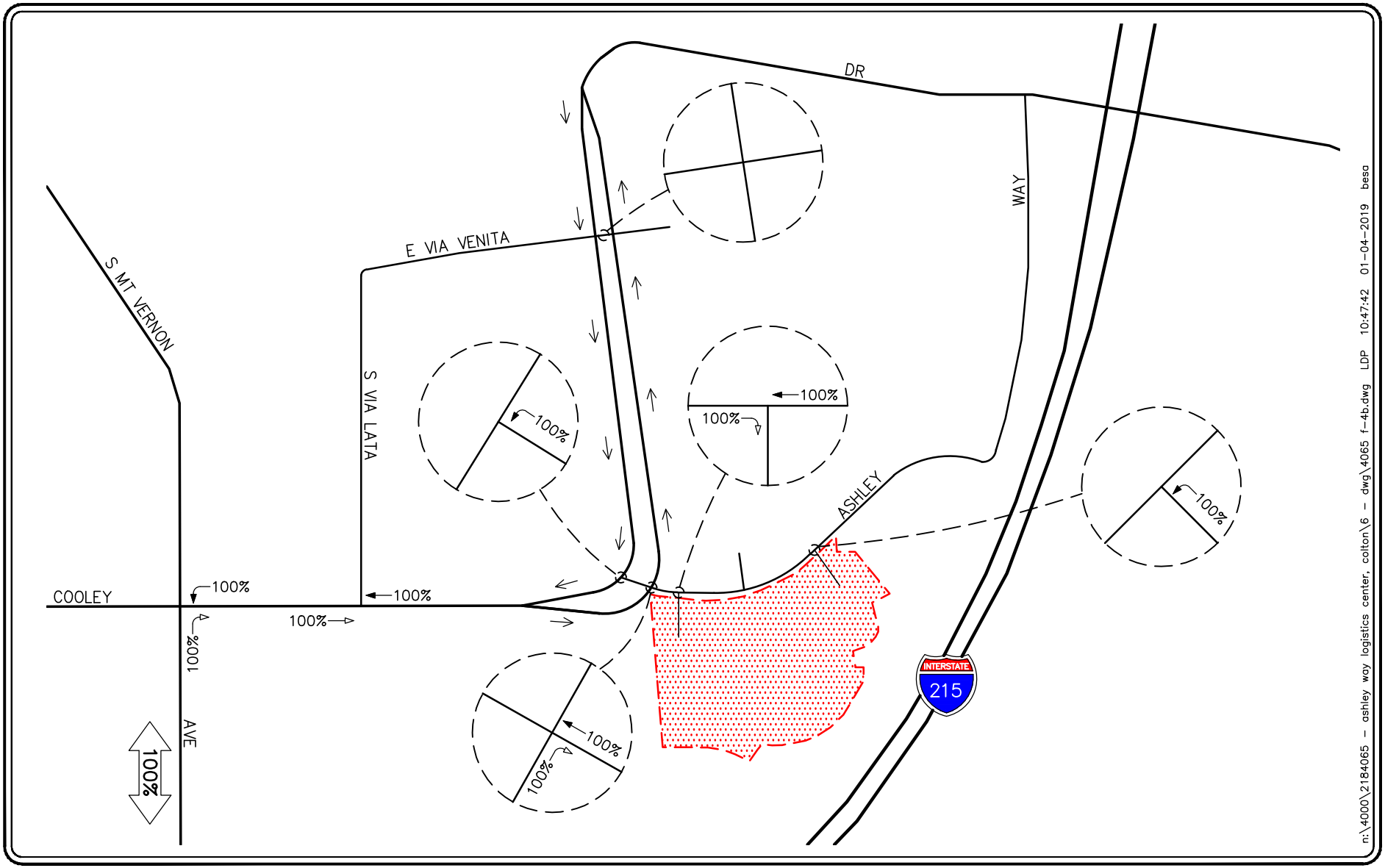
= OUTBOUND PERCENTAGE

= PROJECT SITE

FIGURE 4A

PROJECT TRIP DISTRIBUTION PATTERN – AUTOS

ASHLEY WAY LOGISTICS CENTER, COLTON



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

= INBOUND PERCENTAGE

= OUTBOUND PERCENTAGE

= PROJECT SITE

FIGURE 4B

PROJECT TRIP DISTRIBUTION PATTERN – TRUCKS

ASHLEY WAY LOGISTICS CENTER, COLTON

APPENDIX B

EXISTING TRAFFIC COUNT DATA

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

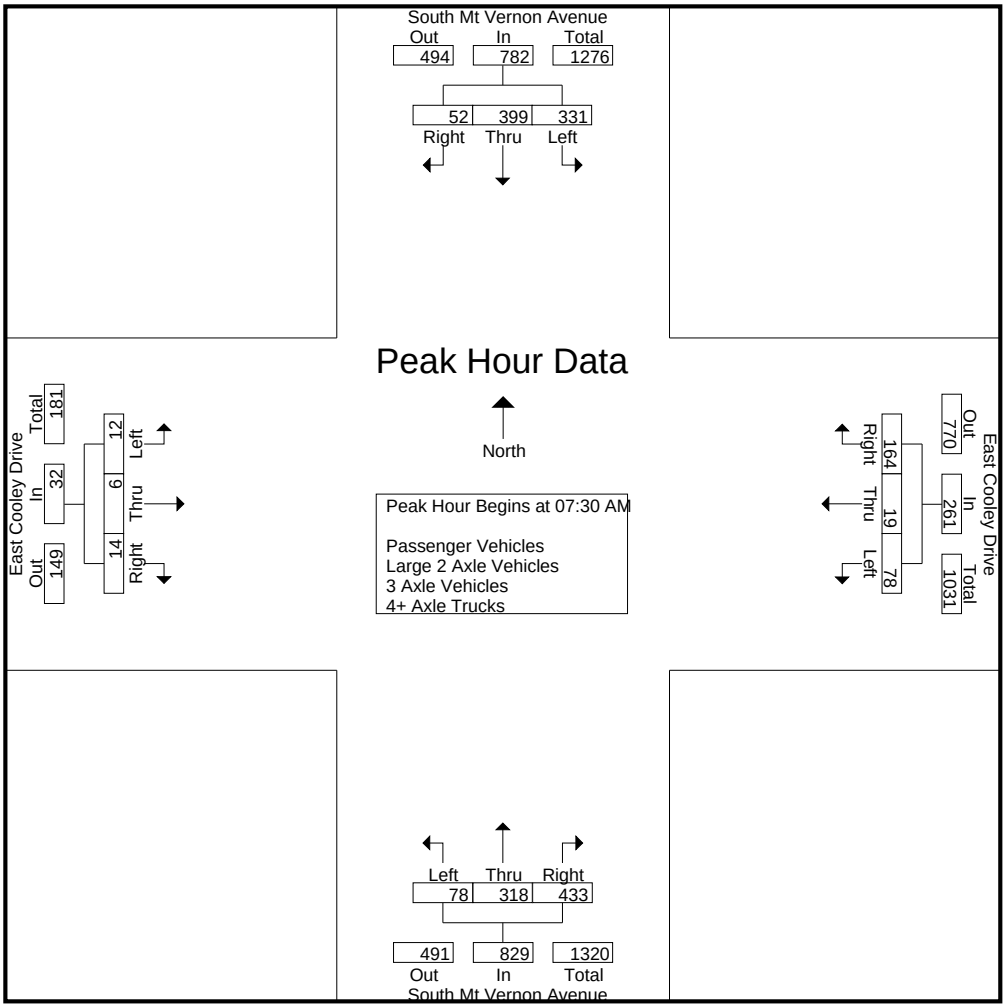
	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	46	80	5	131	10	1	27	38	4	97	62	163	3	1	1	5	337
07:15 AM	52	74	3	129	24	2	32	58	11	90	52	153	0	1	1	2	342
07:30 AM	79	98	9	186	19	2	31	52	4	101	79	184	1	0	1	2	424
07:45 AM	91	112	17	220	15	6	50	71	18	86	128	232	2	2	2	6	529
Total	268	364	34	666	68	11	140	219	37	374	321	732	6	4	5	15	1632
08:00 AM	83	91	15	189	22	4	39	65	36	54	117	207	5	2	4	11	472
08:15 AM	78	98	11	187	22	7	44	73	20	77	109	206	4	2	7	13	479
08:30 AM	49	84	9	142	26	2	37	65	16	82	81	179	5	1	5	11	397
08:45 AM	50	91	9	150	24	1	41	66	17	69	57	143	3	1	2	6	365
Total	260	364	44	668	94	14	161	269	89	282	364	735	17	6	18	41	1713
Grand Total	528	728	78	1334	162	25	301	488	126	656	685	1467	23	10	23	56	3345
Apprch %	39.6	54.6	5.8		33.2	5.1	61.7		8.6	44.7	46.7		41.1	17.9	41.1		
Total %	15.8	21.8	2.3	39.9	4.8	0.7	9	14.6	3.8	19.6	20.5	43.9	0.7	0.3	0.7	1.7	
Passenger Vehicles	506	682	76	1264	149	24	264	437	125	608	665	1398	21	9	23	53	3152
% Passenger Vehicles	95.8	93.7	97.4	94.8	92	96	87.7	89.5	99.2	92.7	97.1	95.3	91.3	90	100	94.6	94.2
Large 2 Axle Vehicles	12	34	0	46	6	0	14	20	1	34	6	41	0	0	0	0	107
% Large 2 Axle Vehicles	2.3	4.7	0	3.4	3.7	0	4.7	4.1	0.8	5.2	0.9	2.8	0	0	0	0	3.2
3 Axle Vehicles	2	5	1	8	0	1	3	4	0	2	6	8	2	1	0	3	23
% 3 Axle Vehicles	0.4	0.7	1.3	0.6	0	4	1	0.8	0	0.3	0.9	0.5	8.7	10	0	5.4	0.7
4+ Axle Trucks	8	7	1	16	7	0	20	27	0	12	8	20	0	0	0	0	63
% 4+ Axle Trucks	1.5	1	1.3	1.2	4.3	0	6.6	5.5	0	1.8	1.2	1.4	0	0	0	0	1.9

	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	79	98	9	186	19	2	31	52	4	**101**	79	184	1	0	1	2	424
07:45 AM	**91**	**112**	**17**	**220**	15	6	**50**	71	18	86	**128**	**232**	2	**2**	2	6	**529**
08:00 AM	83	91	15	189	**22**	4	39	65	**36**	54	117	207	**5**	2	4	11	472
08:15 AM	78	98	11	187	22	**7**	44	**73**	20	77	109	206	4	2	**7**	**13**	479
Total Volume	331	399	52	782	78	19	164	261	78	318	433	829	12	6	14	32	1904
% App. Total	42.3	51	6.6		29.9	7.3	62.8		9.4	38.4	52.2		37.5	18.8	43.8		
PHF	.909	.891	.765	.889	.886	.679	.820	.894	.542	.787	.846	.893	.600	.750	.500	.615	.900

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	07:30 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	79	98	9	186	15	6	**50**	71	4	**101**	79	184	2	**2**	2	6
+15 mins.	**91**	**112**	**17**	**220**	22	4	39	65	18	86	**128**	**232**	**5**	2	4	11
+30 mins.	83	91	15	189	22	**7**	44	**73**	**36**	54	117	207	4	2	**7**	**13**
+45 mins.	78	98	11	187	**26**	2	37	65	20	77	109	206	5	1	5	11
Total Volume	331	399	52	782	85	19	170	274	78	318	433	829	16	7	18	41
% App. Total	42.3	51	6.6		31	6.9	62		9.4	38.4	52.2		39	17.1	43.9	
PHF	.909	.891	.765	.889	.817	.679	.850	.938	.542	.787	.846	.893	.800	.875	.643	.788

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

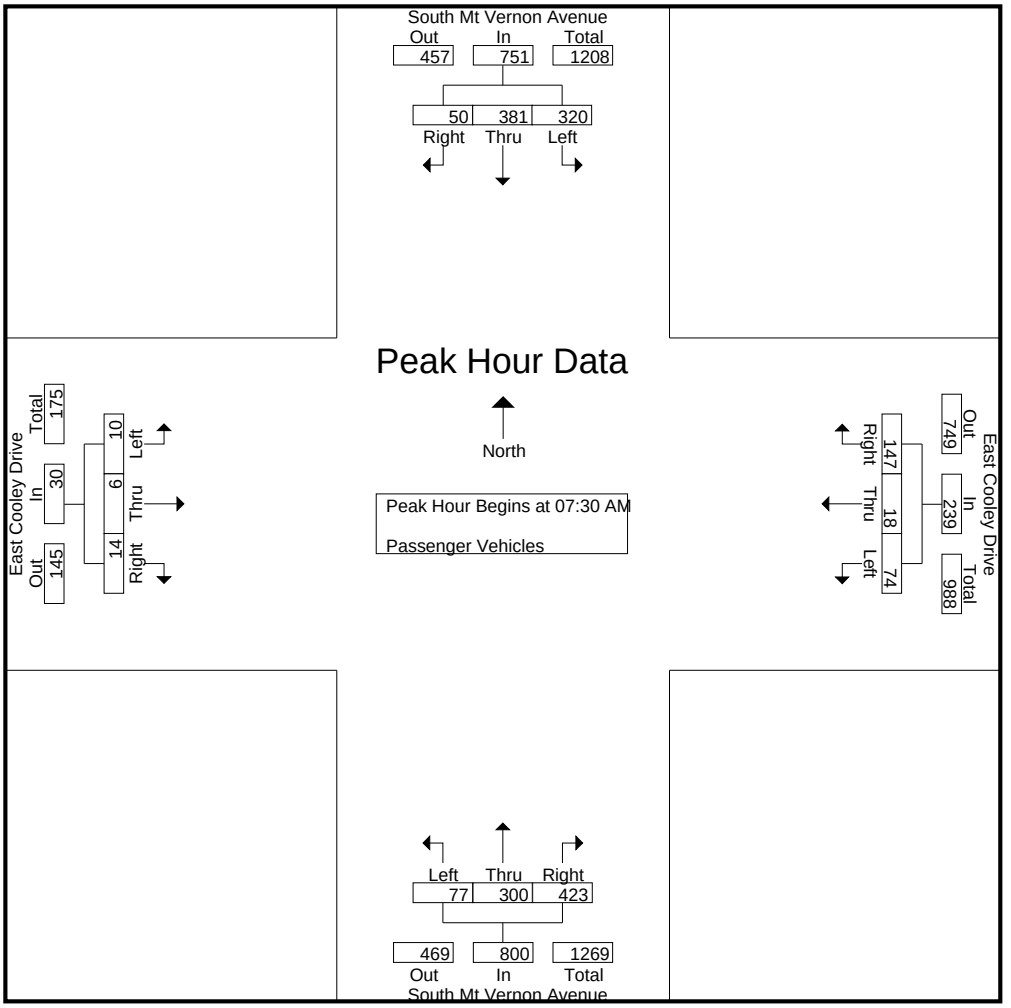
	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	44	68	5	117	8	1	22	31	4	90	61	155	3	0	1	4	307
07:15 AM	50	66	3	119	23	2	28	53	11	86	50	147	0	1	1	2	321
07:30 AM	76	95	9	180	18	1	27	46	4	96	77	177	1	0	1	2	405
07:45 AM	89	109	17	215	14	6	46	66	17	80	126	223	1	2	2	5	509
Total	259	338	34	631	63	10	123	196	36	352	314	702	5	3	5	13	1542
08:00 AM	80	86	14	180	21	4	35	60	36	52	113	201	4	2	4	10	451
08:15 AM	75	91	10	176	21	7	39	67	20	72	107	199	4	2	7	13	455
08:30 AM	47	83	9	139	22	2	33	57	16	73	75	164	5	1	5	11	371
08:45 AM	45	84	9	138	22	1	34	57	17	59	56	132	3	1	2	6	333
Total	247	344	42	633	86	14	141	241	89	256	351	696	16	6	18	40	1610
Grand Total	506	682	76	1264	149	24	264	437	125	608	665	1398	21	9	23	53	3152
Apprch %	40	54	6		34.1	5.5	60.4		8.9	43.5	47.6		39.6	17	43.4		
Total %	16.1	21.6	2.4	40.1	4.7	0.8	8.4	13.9	4	19.3	21.1	44.4	0.7	0.3	0.7	1.7	

	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	76	95	9	180	18	1	27	46	4	**96**	77	177	1	0	1	2	405
07:45 AM	**89**	**109**	**17**	**215**	14	6	**46**	66	17	80	**126**	**223**	1	**2**	2	5	**509**
08:00 AM	80	86	14	180	**21**	4	35	60	**36**	52	113	201	**4**	2	4	10	451
08:15 AM	75	91	10	176	21	**7**	39	**67**	20	72	107	199	4	2	**7**	**13**	455
Total Volume	320	381	50	751	74	18	147	239	77	300	423	800	10	6	14	30	1820
% App. Total	42.6	50.7	6.7		31	7.5	61.5		9.6	37.5	52.9		33.3	20	46.7		
PHF	.899	.874	.735	.873	.881	.643	.799	.892	.535	.781	.839	.897	.625	.750	.500	.577	.894

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	76	95	9	180	18	1	27	46	4	**96**	77	177	1	0	1	2
+15 mins.	**89**	**109**	**17**	**215**	14	6	**46**	66	17	80	**126**	**223**	1	**2**	2	5
+30 mins.	80	86	14	180	**21**	4	35	60	**36**	52	113	201	**4**	2	4	10
+45 mins.	75	91	10	176	21	**7**	39	**67**	20	72	107	199	4	2	**7**	**13**
Total Volume	320	381	50	751	74	18	147	239	77	300	423	800	10	6	14	30
% App. Total	42.6	50.7	6.7		31	7.5	61.5		9.6	37.5	52.9		33.3	20	46.7	
PHF	.899	.874	.735	.873	.881	.643	.799	.892	.535	.781	.839	.897	.625	.750	.500	.577

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

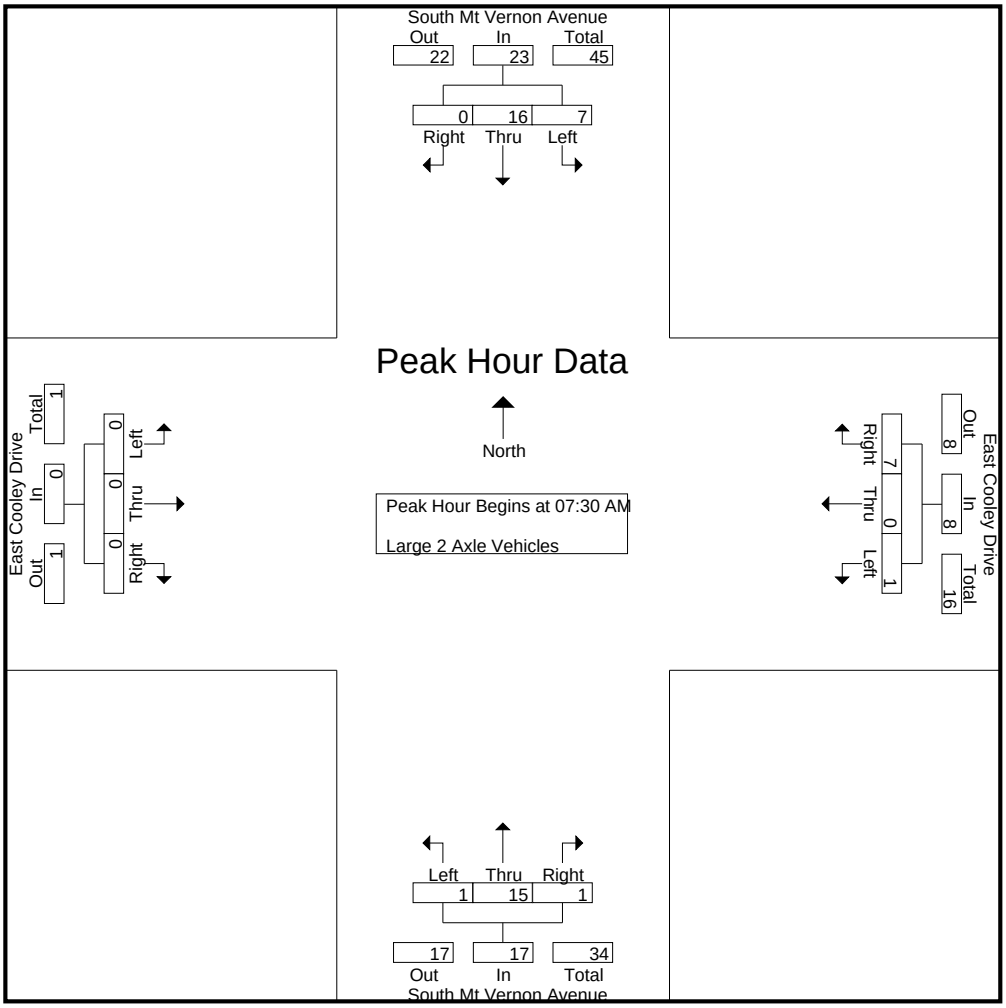
	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	10	0	11	0	0	1	1	0	5	0	5	0	0	0	0	17
07:15 AM	1	4	0	5	1	0	2	3	0	2	0	2	0	0	0	0	10
07:30 AM	2	3	0	5	0	0	2	2	0	4	0	4	0	0	0	0	11
07:45 AM	2	3	0	5	1	0	2	3	1	5	0	6	0	0	0	0	14
Total	6	20	0	26	2	0	7	9	1	16	0	17	0	0	0	0	52
08:00 AM	2	4	0	6	0	0	2	2	0	2	1	3	0	0	0	0	11
08:15 AM	1	6	0	7	0	0	1	1	0	4	0	4	0	0	0	0	12
08:30 AM	1	0	0	1	3	0	1	4	0	5	5	10	0	0	0	0	15
08:45 AM	2	4	0	6	1	0	3	4	0	7	0	7	0	0	0	0	17
Total	6	14	0	20	4	0	7	11	0	18	6	24	0	0	0	0	55
Grand Total	12	34	0	46	6	0	14	20	1	34	6	41	0	0	0	0	107
Apprch %	26.1	73.9	0		30	0	70		2.4	82.9	14.6		0	0	0		
Total %	11.2	31.8	0	43	5.6	0	13.1	18.7	0.9	31.8	5.6	38.3	0	0	0	0	

	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	3	0	5	0	0	**2**	2	0	4	0	4	0	0	0	0	11
07:45 AM	2	3	0	5	**1**	0	2	**3**	**1**	**5**	0	**6**	0	0	0	0	**14**
08:00 AM	2	4	0	6	0	0	2	2	0	2	**1**	3	0	0	0	0	11
08:15 AM	1	**6**	0	**7**	0	0	1	1	0	4	0	4	0	0	0	0	12
Total Volume	7	16	0	23	1	0	7	8	1	15	1	17	0	0	0	0	48
% App. Total	30.4	69.6	0		12.5	0	87.5		5.9	88.2	5.9		0	0	0		
PHF	.875	.667	.000	.821	.250	.000	.875	.667	.250	.750	.250	.708	.000	.000	.000	.000	.857

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**2**	3	0	5	0	0	**2**	2	0	4	0	4	0	0	0	0
+15 mins.	2	3	0	5	**1**	0	2	**3**	**1**	**5**	0	**6**	0	0	0	0
+30 mins.	2	4	0	6	0	0	2	2	0	2	**1**	3	0	0	0	0
+45 mins.	1	**6**	0	**7**	0	0	1	1	0	4	0	4	0	0	0	0
Total Volume	7	16	0	23	1	0	7	8	1	15	1	17	0	0	0	0
% App. Total	30.4	69.6	0		12.5	0	87.5		5.9	88.2	5.9		0	0	0	
PHF	.875	.667	.000	.821	.250	.000	.875	.667	.250	.750	.250	.708	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

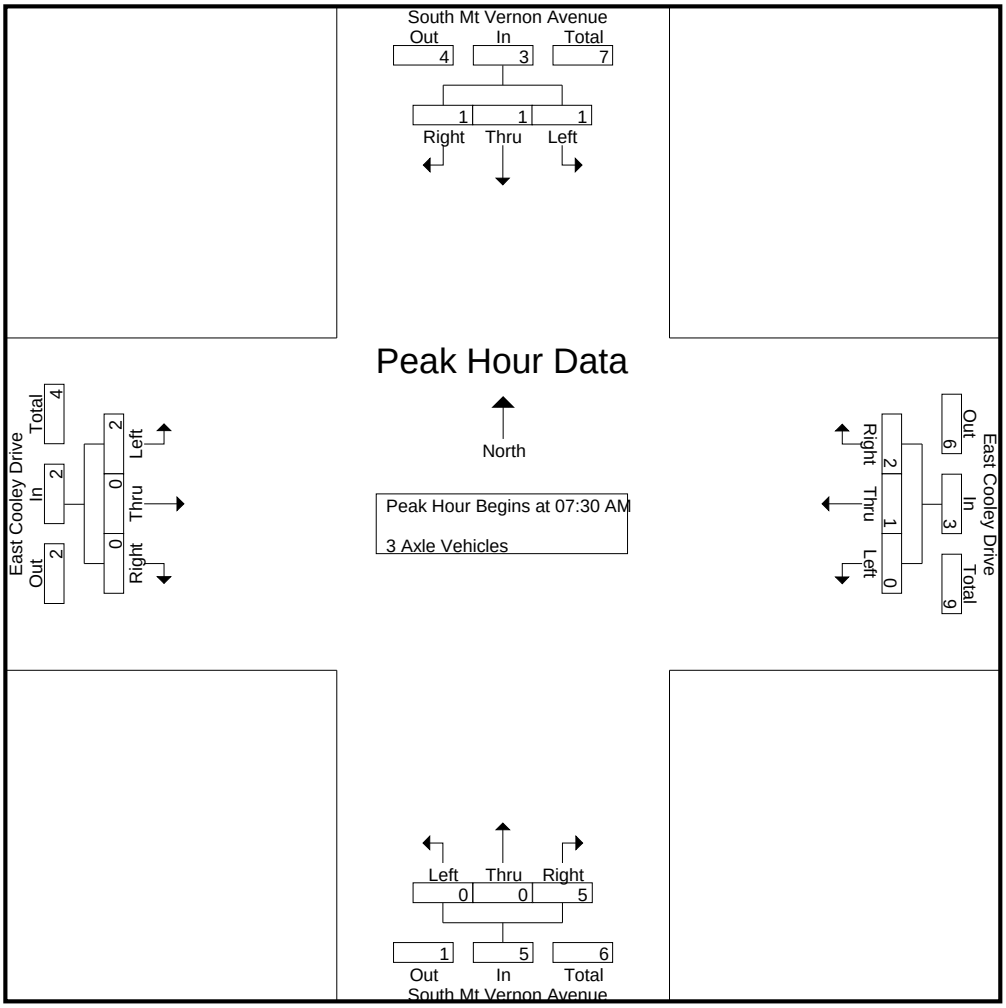
	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:15 AM	0	1	0	1	0	0	1	1	0	1	1	2	0	0	0	0	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	2	2	0	0	1	1	1	0	0	1	4
Total	0	2	0	2	0	1	3	4	0	1	4	5	1	1	0	2	13
08:00 AM	1	0	1	2	0	0	0	0	0	0	1	1	1	0	0	1	4
08:15 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	2	3	1	6	0	0	0	0	0	1	2	3	1	0	0	1	10
Grand Total	2	5	1	8	0	1	3	4	0	2	6	8	2	1	0	3	23
Apprch %	25	62.5	12.5		0	25	75		0	25	75		66.7	33.3	0		
Total %	8.7	21.7	4.3	34.8	0	4.3	13	17.4	0	8.7	26.1	34.8	8.7	4.3	0	13	

	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	0	1	0	0	**2**	**2**	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	**2**	**2**	0	0	1	1	**1**	0	0	**1**	**4**
08:00 AM	**1**	0	**1**	**2**	0	0	0	0	0	0	1	1	1	0	0	1	4
08:15 AM	0	**1**	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total Volume	1	1	1	3	0	1	2	3	0	0	5	5	2	0	0	2	13
% App. Total	33.3	33.3	33.3		0	33.3	66.7		0	0	100		100	0	0		
PHF	.250	.250	.250	.375	.000	.250	.250	.375	.000	.000	.625	.625	.500	.000	.000	.500	.813

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	0	**2**	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	**2**	**2**	0	0	1	1	**1**	0	0	**1**
+30 mins.	**1**	0	**1**	**2**	0	0	0	0	0	0	1	1	1	0	0	1
+45 mins.	0	**1**	0	1	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	1	1	1	3	0	1	2	3	0	0	5	5	2	0	0	2
% App. Total	33.3	33.3	33.3		0	33.3	66.7		0	0	100		100	0	0	
PHF	.250	.250	.250	.375	.000	.250	.250	.375	.000	.000	.625	.625	.500	.000	.000	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

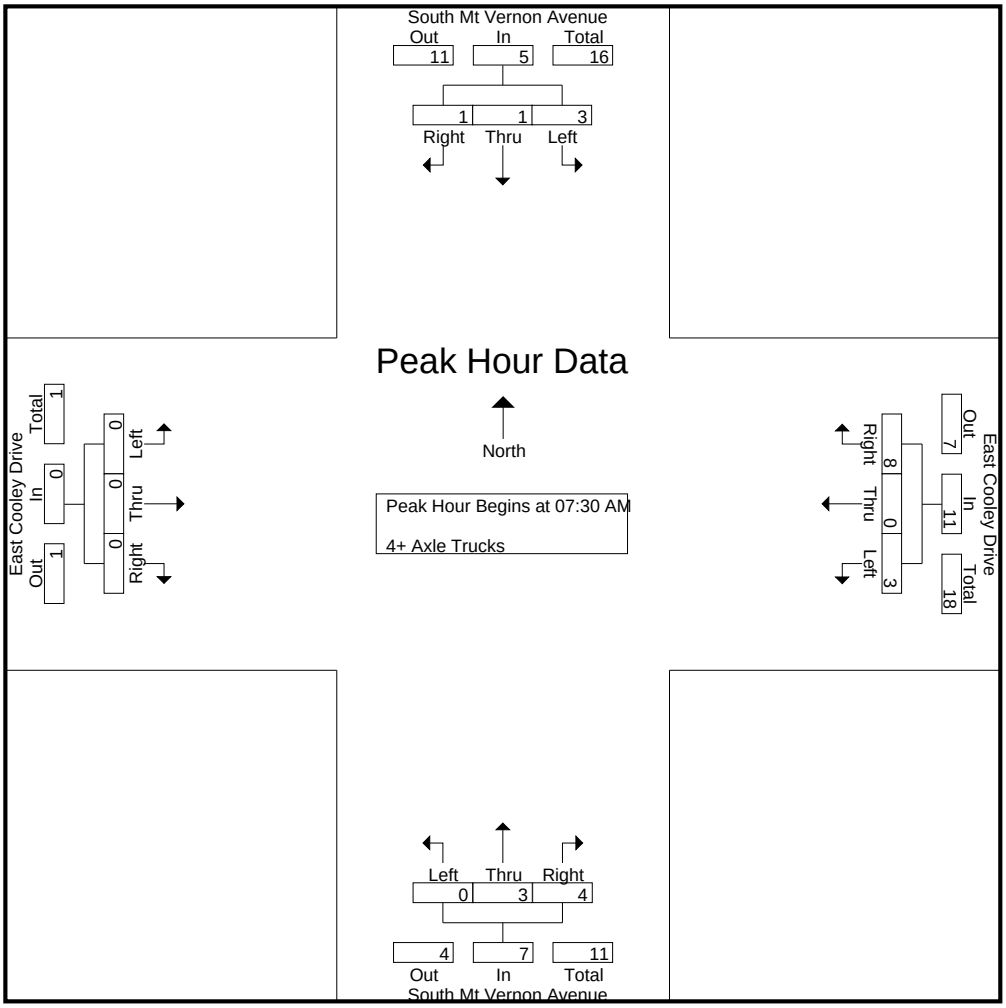
	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	2	0	4	6	0	2	1	3	0	0	0	0	11
07:15 AM	1	3	0	4	0	0	1	1	0	1	1	2	0	0	0	0	7
07:30 AM	1	0	0	1	1	0	2	3	0	1	0	1	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total	3	4	0	7	3	0	7	10	0	5	3	8	0	0	0	0	25
08:00 AM	0	1	0	1	1	0	2	3	0	0	2	2	0	0	0	0	6
08:15 AM	2	0	1	3	1	0	4	5	0	1	1	2	0	0	0	0	10
08:30 AM	0	1	0	1	1	0	3	4	0	4	1	5	0	0	0	0	10
08:45 AM	3	1	0	4	1	0	4	5	0	2	1	3	0	0	0	0	12
Total	5	3	1	9	4	0	13	17	0	7	5	12	0	0	0	0	38
Grand Total	8	7	1	16	7	0	20	27	0	12	8	20	0	0	0	0	63
Apprch %	50	43.8	6.2		25.9	0	74.1		0	60	40		0	0	0		
Total %	12.7	11.1	1.6	25.4	11.1	0	31.7	42.9	0	19	12.7	31.7	0	0	0	0	

	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	0	1	**1**	0	2	3	0	**1**	0	1	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	**2**	0	0	0	0	2
08:00 AM	0	**1**	0	1	1	0	2	3	0	0	**2**	2	0	0	0	0	6
08:15 AM	**2**	0	**1**	**3**	1	0	**4**	**5**	0	1	1	2	0	0	0	0	**10**
Total Volume	3	1	1	5	3	0	8	11	0	3	4	7	0	0	0	0	23
% App. Total	60	20	20		27.3	0	72.7		0	42.9	57.1		0	0	0		
PHF	.375	.250	.250	.417	.750	.000	.500	.550	.000	.750	.500	.875	.000	.000	.000	.000	.575

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	0	0	1	**1**	0	2	3	0	**1**	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	1	**2**	0	0	0	0
+30 mins.	0	**1**	0	1	1	0	2	3	0	0	**2**	2	0	0	0	0
+45 mins.	**2**	0	**1**	**3**	1	0	**4**	**5**	0	1	1	2	0	0	0	0
Total Volume	3	1	1	5	3	0	8	11	0	3	4	7	0	0	0	0
% App. Total	60	20	20		27.3	0	72.7		0	42.9	57.1		0	0	0	
PHF	.375	.250	.250	.417	.750	.000	.500	.550	.000	.750	.500	.875	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

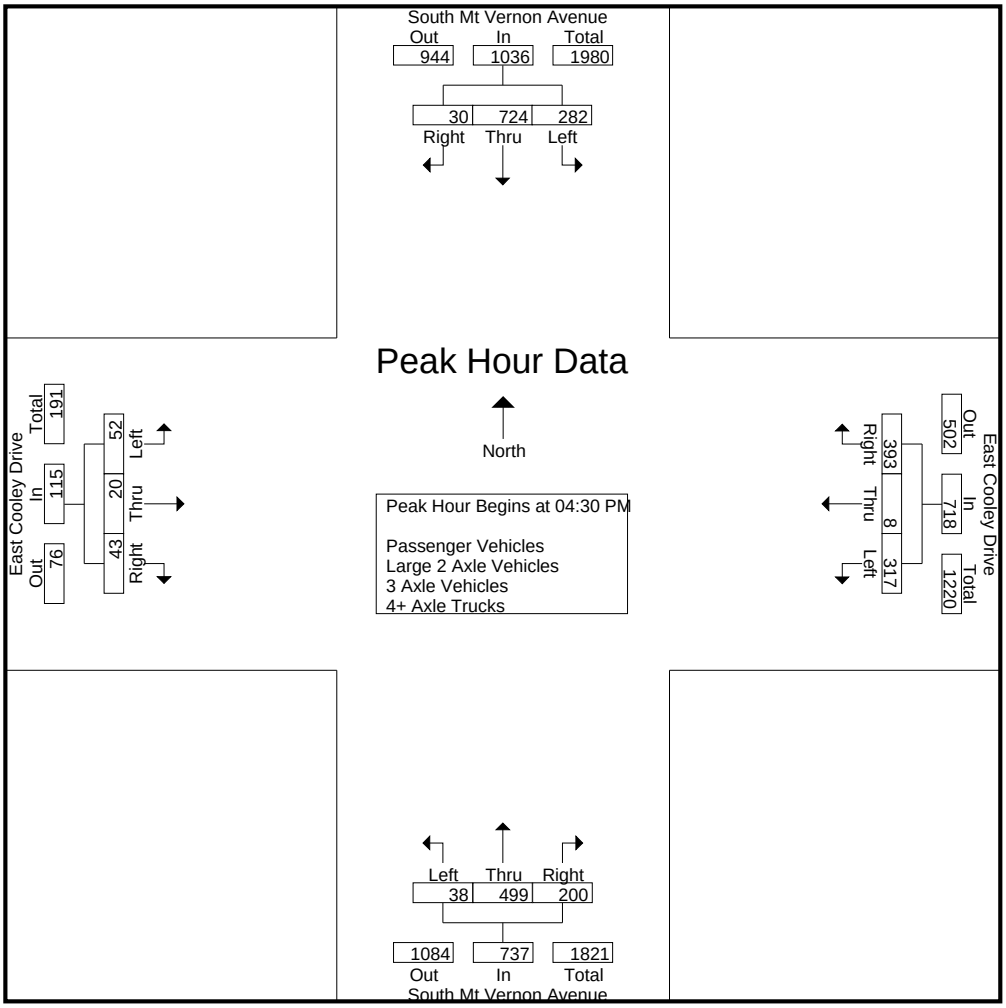
	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	46	168	5	219	61	0	82	143	10	132	53	195	6	4	8	18	575
04:15 PM	49	168	7	224	50	1	69	120	11	123	48	182	5	2	6	13	539
04:30 PM	67	171	9	247	61	3	91	155	10	122	56	188	11	4	10	25	615
04:45 PM	62	175	1	238	68	0	78	146	9	138	45	192	20	2	8	30	606
Total	224	682	22	928	240	4	320	564	40	515	202	757	42	12	32	86	2335
05:00 PM	75	176	10	261	120	2	153	275	7	119	55	181	15	8	12	35	752
05:15 PM	78	202	10	290	68	3	71	142	12	120	44	176	6	6	13	25	633
05:30 PM	70	199	11	280	71	1	61	133	13	111	34	158	13	7	7	27	598
05:45 PM	57	186	7	250	51	4	39	94	14	128	44	186	10	3	7	20	550
Total	280	763	38	1081	310	10	324	644	46	478	177	701	44	24	39	107	2533
Grand Total	504	1445	60	2009	550	14	644	1208	86	993	379	1458	86	36	71	193	4868
Apprch %	25.1	71.9	3		45.5	1.2	53.3		5.9	68.1	26		44.6	18.7	36.8		
Total %	10.4	29.7	1.2	41.3	11.3	0.3	13.2	24.8	1.8	20.4	7.8	30	1.8	0.7	1.5	4	
Passenger Vehicles	469	1430	60	1959	534	14	604	1152	83	977	346	1406	84	34	71	189	4706
% Passenger Vehicles	93.1	99	100	97.5	97.1	100	93.8	95.4	96.5	98.4	91.3	96.4	97.7	94.4	100	97.9	96.7
Large 2 Axle Vehicles	21	12	0	33	9	0	19	28	2	13	20	35	1	2	0	3	99
% Large 2 Axle Vehicles	4.2	0.8	0	1.6	1.6	0	3	2.3	2.3	1.3	5.3	2.4	1.2	5.6	0	1.6	2
3 Axle Vehicles	5	2	0	7	3	0	14	17	1	1	4	6	1	0	0	1	31
% 3 Axle Vehicles	1	0.1	0	0.3	0.5	0	2.2	1.4	1.2	0.1	1.1	0.4	1.2	0	0	0.5	0.6
4+ Axle Trucks	9	1	0	10	4	0	7	11	0	2	9	11	0	0	0	0	32
% 4+ Axle Trucks	1.8	0.1	0	0.5	0.7	0	1.1	0.9	0	0.2	2.4	0.8	0	0	0	0	0.7

	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	67	171	9	247	61	**3**	91	155	10	122	**56**	188	11	4	10	25	615
04:45 PM	62	175	1	238	68	0	78	146	9	**138**	45	**192**	**20**	2	8	30	606
05:00 PM	75	176	**10**	261	**120**	2	**153**	**275**	7	119	55	181	15	**8**	12	**35**	**752**
05:15 PM	**78**	**202**	10	**290**	68	3	71	142	**12**	120	44	176	6	6	**13**	25	633
Total Volume	282	724	30	1036	317	8	393	718	38	499	200	737	52	20	43	115	2606
% App. Total	27.2	69.9	2.9		44.2	1.1	54.7		5.2	67.7	27.1		45.2	17.4	37.4		
PHF	.904	.896	.750	.893	.660	.667	.642	.653	.792	.904	.893	.960	.650	.625	.827	.821	.866

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	05:00 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	75	176	10	261	61	**3**	91	155	10	132	53	**195**	**20**	2	8	30
+15 mins.	**78**	**202**	10	**290**	68	0	78	146	**11**	123	48	182	15	**8**	12	**35**
+30 mins.	70	199	**11**	280	**120**	2	**153**	**275**	10	122	**56**	188	6	6	**13**	25
+45 mins.	57	186	7	250	68	3	71	142	9	**138**	45	192	13	7	7	27
Total Volume	280	763	38	1081	317	8	393	718	40	515	202	757	54	23	40	117
% App. Total	25.9	70.6	3.5		44.2	1.1	54.7		5.3	68	26.7		46.2	19.7	34.2	
PHF	.897	.944	.864	.932	.660	.667	.642	.653	.909	.933	.902	.971	.675	.719	.769	.836

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

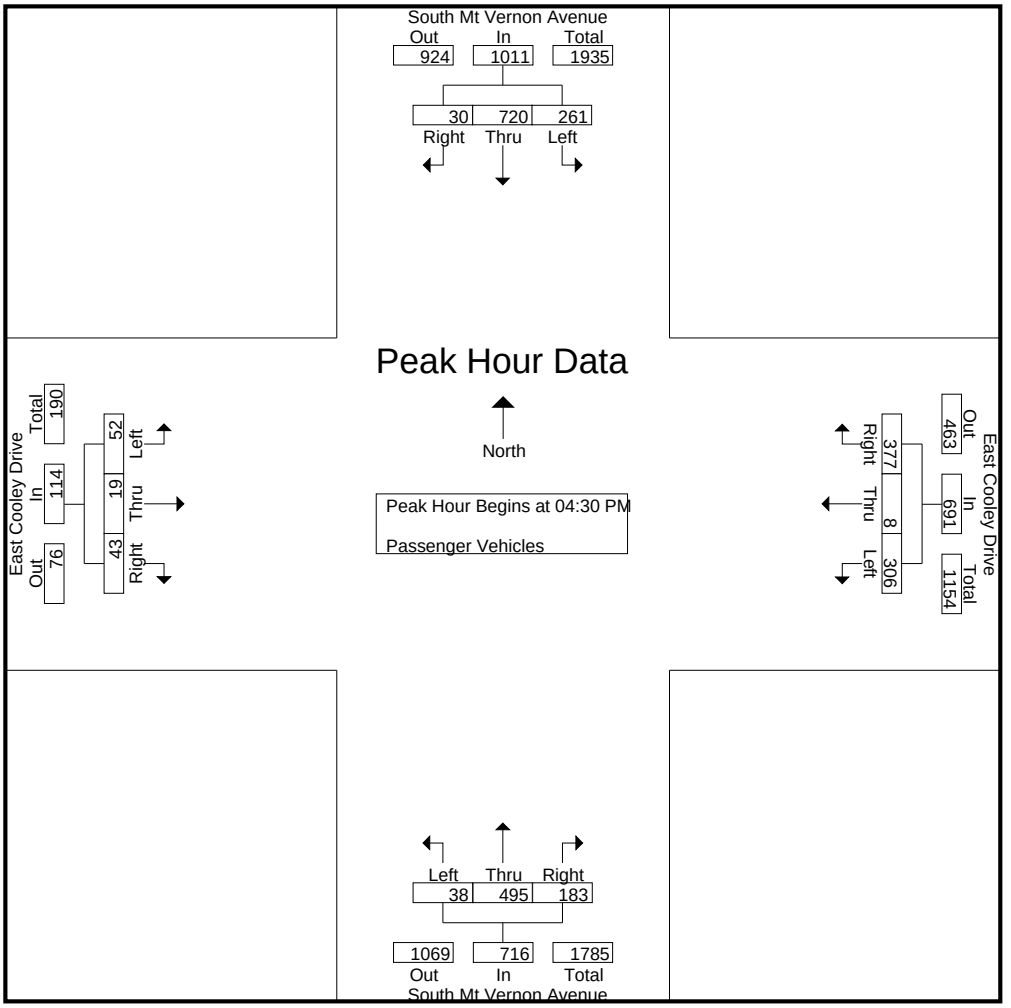
	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	45	167	5	217	58	0	74	132	10	130	45	185	5	4	8	17	551
04:15 PM	47	163	7	217	49	1	64	114	10	118	43	171	5	2	6	13	515
04:30 PM	61	171	9	241	60	3	89	152	10	120	48	178	11	3	10	24	595
04:45 PM	55	173	1	229	66	0	74	140	9	136	40	185	20	2	8	30	584
Total	208	674	22	904	233	4	301	538	39	504	176	719	41	11	32	84	2245
05:00 PM	70	174	10	254	115	2	146	263	7	119	53	179	15	8	12	35	731
05:15 PM	75	202	10	287	65	3	68	136	12	120	42	174	6	6	13	25	622
05:30 PM	66	196	11	273	70	1	55	126	12	108	31	151	13	6	7	26	576
05:45 PM	50	184	7	241	51	4	34	89	13	126	44	183	9	3	7	19	532
Total	261	756	38	1055	301	10	303	614	44	473	170	687	43	23	39	105	2461
Grand Total	469	1430	60	1959	534	14	604	1152	83	977	346	1406	84	34	71	189	4706
Apprch %	23.9	73	3.1		46.4	1.2	52.4		5.9	69.5	24.6		44.4	18	37.6		
Total %	10	30.4	1.3	41.6	11.3	0.3	12.8	24.5	1.8	20.8	7.4	29.9	1.8	0.7	1.5	4	

	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	61	171	9	241	60	**3**	89	152	10	120	48	178	11	3	10	24	595
04:45 PM	55	173	1	229	66	0	74	140	9	**136**	40	**185**	**20**	2	8	30	584
05:00 PM	70	174	**10**	254	**115**	2	**146**	**263**	7	119	**53**	179	15	**8**	12	**35**	**731**
05:15 PM	**75**	**202**	10	**287**	65	3	68	136	**12**	120	42	174	6	6	**13**	25	622
Total Volume	261	720	30	1011	306	8	377	691	38	495	183	716	52	19	43	114	2532
% App. Total	25.8	71.2	3		44.3	1.2	54.6		5.3	69.1	25.6		45.6	16.7	37.7		
PHF	.870	.891	.750	.881	.665	.667	.646	.657	.792	.910	.863	.968	.650	.594	.827	.814	.866

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	61	171	9	241	60	**3**	89	152	10	120	48	178	11	3	10	24
+15 mins.	55	173	1	229	66	0	74	140	9	**136**	40	**185**	**20**	2	8	30
+30 mins.	70	174	**10**	254	**115**	2	**146**	**263**	7	119	**53**	179	15	**8**	12	**35**
+45 mins.	**75**	**202**	10	**287**	65	3	68	136	**12**	120	42	174	6	6	**13**	25
Total Volume	261	720	30	1011	306	8	377	691	38	495	183	716	52	19	43	114
% App. Total	25.8	71.2	3		44.3	1.2	54.6		5.3	69.1	25.6		45.6	16.7	37.7	
PHF	.870	.891	.750	.881	.665	.667	.646	.657	.792	.910	.863	.968	.650	.594	.827	.814

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

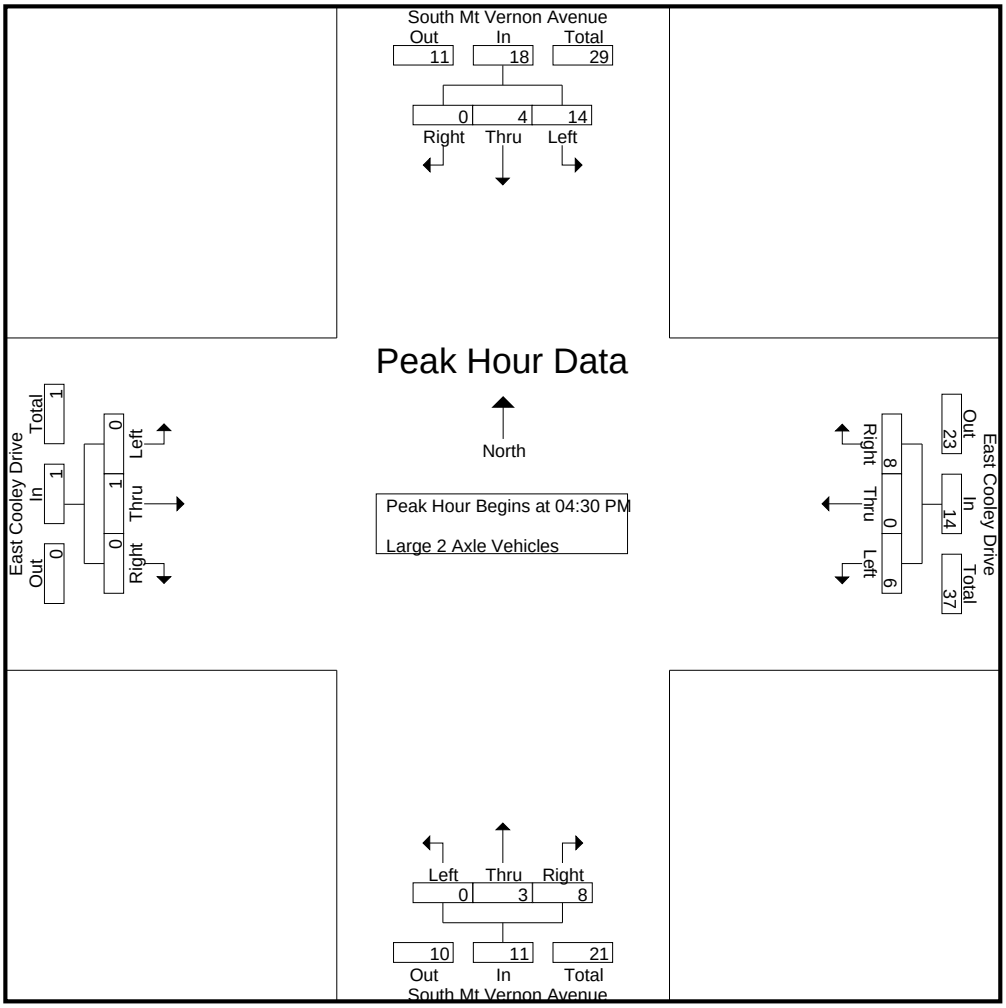
	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	2	0	5	7	0	2	7	9	1	0	0	1	19
04:15 PM	1	4	0	5	0	0	2	2	1	4	3	8	0	0	0	0	15
04:30 PM	5	0	0	5	1	0	2	3	0	2	4	6	0	1	0	1	15
04:45 PM	4	2	0	6	1	0	3	4	0	1	2	3	0	0	0	0	13
Total	11	7	0	18	4	0	12	16	1	9	16	26	1	1	0	2	62
05:00 PM	4	2	0	6	3	0	2	5	0	0	1	1	0	0	0	0	12
05:15 PM	1	0	0	1	1	0	1	2	0	0	1	1	0	0	0	0	4
05:30 PM	1	1	0	2	1	0	3	4	1	2	2	5	0	1	0	1	12
05:45 PM	4	2	0	6	0	0	1	1	0	2	0	2	0	0	0	0	9
Total	10	5	0	15	5	0	7	12	1	4	4	9	0	1	0	1	37
Grand Total	21	12	0	33	9	0	19	28	2	13	20	35	1	2	0	3	99
Apprch %	63.6	36.4	0		32.1	0	67.9		5.7	37.1	57.1		33.3	66.7	0		
Total %	21.2	12.1	0	33.3	9.1	0	19.2	28.3	2	13.1	20.2	35.4	1	2	0	3	

	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**5**	0	0	5	1	0	2	3	0	**2**	**4**	**6**	0	**1**	0	**1**	**15**
04:45 PM	4	**2**	0	**6**	1	0	**3**	4	0	1	2	3	0	0	0	0	13
05:00 PM	4	2	0	6	**3**	0	2	**5**	0	0	1	1	0	0	0	0	12
05:15 PM	1	0	0	1	1	0	1	2	0	0	1	1	0	0	0	0	4
Total Volume	14	4	0	18	6	0	8	14	0	3	8	11	0	1	0	1	44
% App. Total	77.8	22.2	0		42.9	0	57.1		0	27.3	72.7		0	100	0		
PHF	.700	.500	.000	.750	.500	.000	.667	.700	.000	.375	.500	.458	.000	.250	.000	.250	.733

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**5**	0	0	5	1	0	2	3	0	**2**	**4**	**6**	0	**1**	0	**1**
+15 mins.	4	**2**	0	**6**	1	0	**3**	4	0	1	2	3	0	0	0	0
+30 mins.	4	2	0	6	**3**	0	2	**5**	0	0	1	1	0	0	0	0
+45 mins.	1	0	0	1	1	0	1	2	0	0	1	1	0	0	0	0
Total Volume	14	4	0	18	6	0	8	14	0	3	8	11	0	1	0	1
% App. Total	77.8	22.2	0		42.9	0	57.1		0	27.3	72.7		0	100	0	
PHF	.700	.500	.000	.750	.500	.000	.667	.700	.000	.375	.500	.458	.000	.250	.000	.250

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

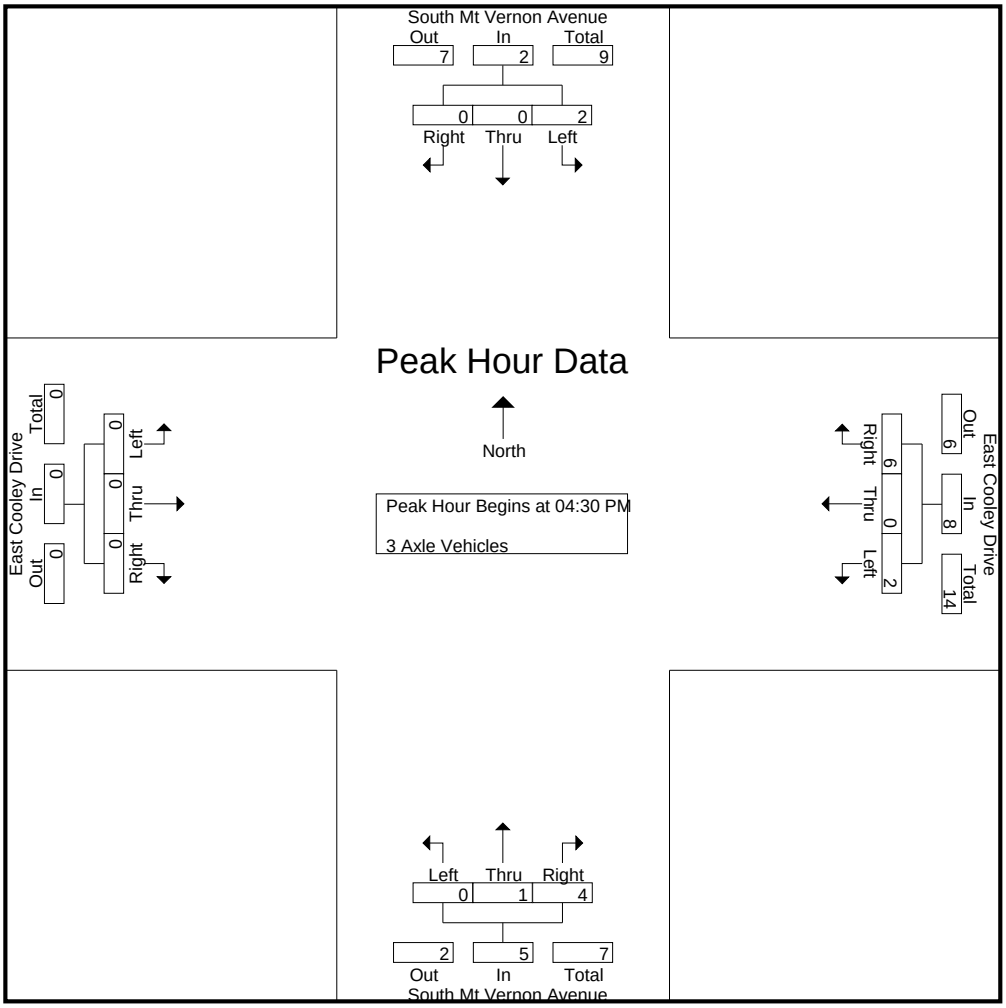
	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	3
04:15 PM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	1	2	3	0	0	0	0	4
Total	1	1	0	2	1	0	4	5	0	1	3	4	0	0	0	0	11
05:00 PM	1	0	0	1	1	0	4	5	0	0	0	0	0	0	0	0	6
05:15 PM	1	0	0	1	1	0	1	2	0	0	1	1	0	0	0	0	4
05:30 PM	1	1	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
05:45 PM	1	0	0	1	0	0	3	3	1	0	0	1	1	0	0	1	6
Total	4	1	0	5	2	0	10	12	1	0	1	2	1	0	0	1	20
Grand Total	5	2	0	7	3	0	14	17	1	1	4	6	1	0	0	1	31
Apprch %	71.4	28.6	0		17.6	0	82.4		16.7	16.7	66.7		100	0	0		
Total %	16.1	6.5	0	22.6	9.7	0	45.2	54.8	3.2	3.2	12.9	19.4	3.2	0	0	3.2	

	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	**1**	**2**	**3**	0	0	0	0	4
05:00 PM	**1**	0	0	**1**	**1**	0	**4**	**5**	0	0	0	0	0	0	0	0	**6**
05:15 PM	1	0	0	1	1	0	1	2	0	0	1	1	0	0	0	0	4
Total Volume	2	0	0	2	2	0	6	8	0	1	4	5	0	0	0	0	15
% App. Total	100	0	0		25	0	75		0	20	80		0	0	0		
PHF	.500	.000	.000	.500	.500	.000	.375	.400	.000	.250	.500	.417	.000	.000	.000	.000	.625

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	**1**	**2**	**3**	0	0	0	0
+30 mins.	**1**	0	0	**1**	**1**	0	**4**	**5**	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	1	0	1	2	0	0	1	1	0	0	0	0
Total Volume	2	0	0	2	2	0	6	8	0	1	4	5	0	0	0	0
% App. Total	100	0	0		25	0	75		0	20	80		0	0	0	
PHF	.500	.000	.000	.500	.500	.000	.375	.400	.000	.250	.500	.417	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

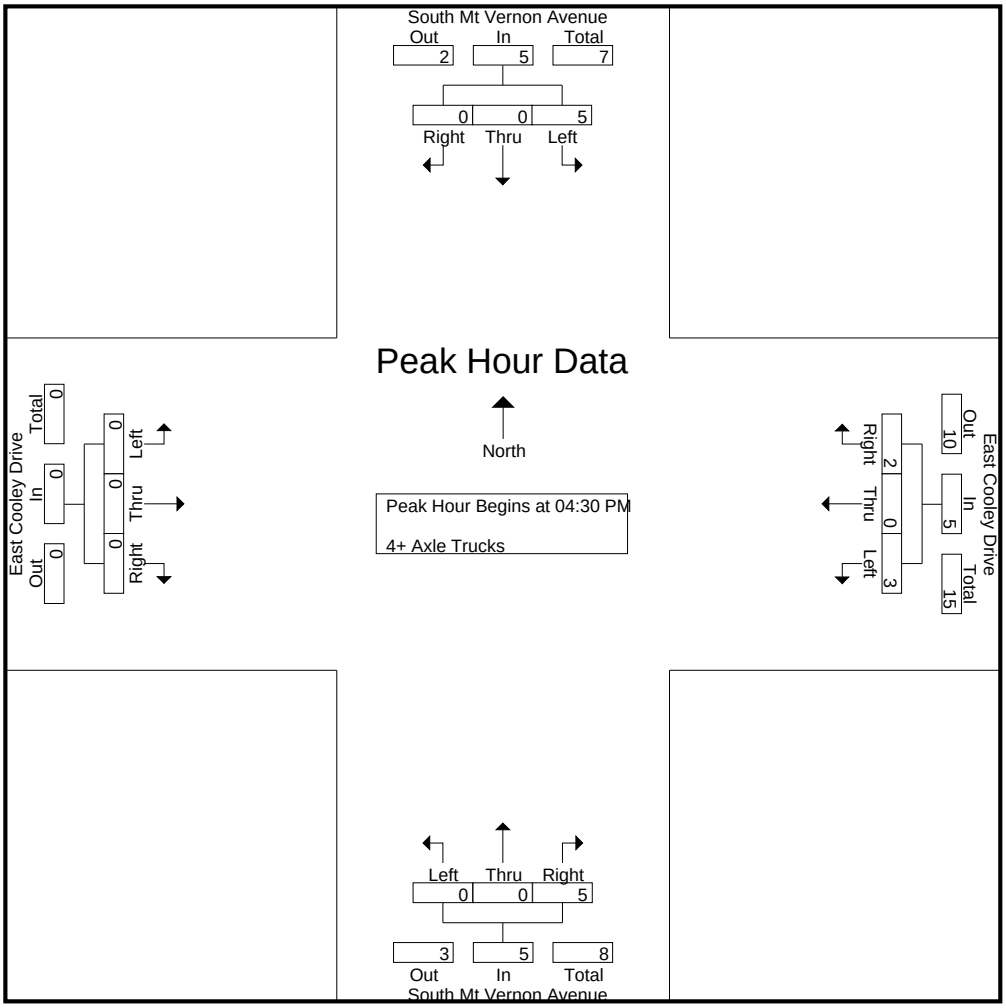
	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	1	0	2	3	0	1	2	3	0	0	0	0	6
04:30 PM	1	0	0	1	0	0	0	0	0	0	3	3	0	0	0	0	4
04:45 PM	3	0	0	3	1	0	0	1	0	0	1	1	0	0	0	0	5
Total	4	0	0	4	2	0	3	5	0	1	7	8	0	0	0	0	17
05:00 PM	0	0	0	0	1	0	1	2	0	0	1	1	0	0	0	0	3
05:15 PM	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3
05:30 PM	2	1	0	3	0	0	1	1	0	1	1	2	0	0	0	0	6
05:45 PM	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Total	5	1	0	6	2	0	4	6	0	1	2	3	0	0	0	0	15
Grand Total	9	1	0	10	4	0	7	11	0	2	9	11	0	0	0	0	32
Apprch %	90	10	0		36.4	0	63.6		0	18.2	81.8		0	0	0		
Total %	28.1	3.1	0	31.2	12.5	0	21.9	34.4	0	6.2	28.1	34.4	0	0	0	0	

	South Mt Vernon Avenue Southbound				East Cooley Drive Westbound				South Mt Vernon Avenue Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	0	1	0	0	0	0	0	0	**3**	**3**	0	0	0	0	4
04:45 PM	**3**	0	0	**3**	**1**	0	0	1	0	0	1	1	0	0	0	0	**5**
05:00 PM	0	0	0	0	1	0	**1**	**2**	0	0	1	1	0	0	0	0	3
05:15 PM	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3
Total Volume	5	0	0	5	3	0	2	5	0	0	5	5	0	0	0	0	15
% App. Total	100	0	0		60	0	40		0	0	100		0	0	0		
PHF	.417	.000	.000	.417	.750	.000	.500	.625	.000	.000	.417	.417	.000	.000	.000	.000	.750

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Mt Vernon Avenue
E/W: East Cooley Drive
Weather: Clear

File Name : 01_COL_S Mt Vernon_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	**3**	**3**	0	0	0	0
+15 mins.	**3**	0	0	**3**	**1**	0	0	1	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	1	0	**1**	**2**	0	0	1	1	0	0	0	0
+45 mins.	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	3	0	2	5	0	0	5	5	0	0	0	0
% App. Total	100	0	0		60	0	40		0	0	100		0	0	0	
PHF	.417	.000	.000	.417	.750	.000	.500	.625	.000	.000	.417	.417	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

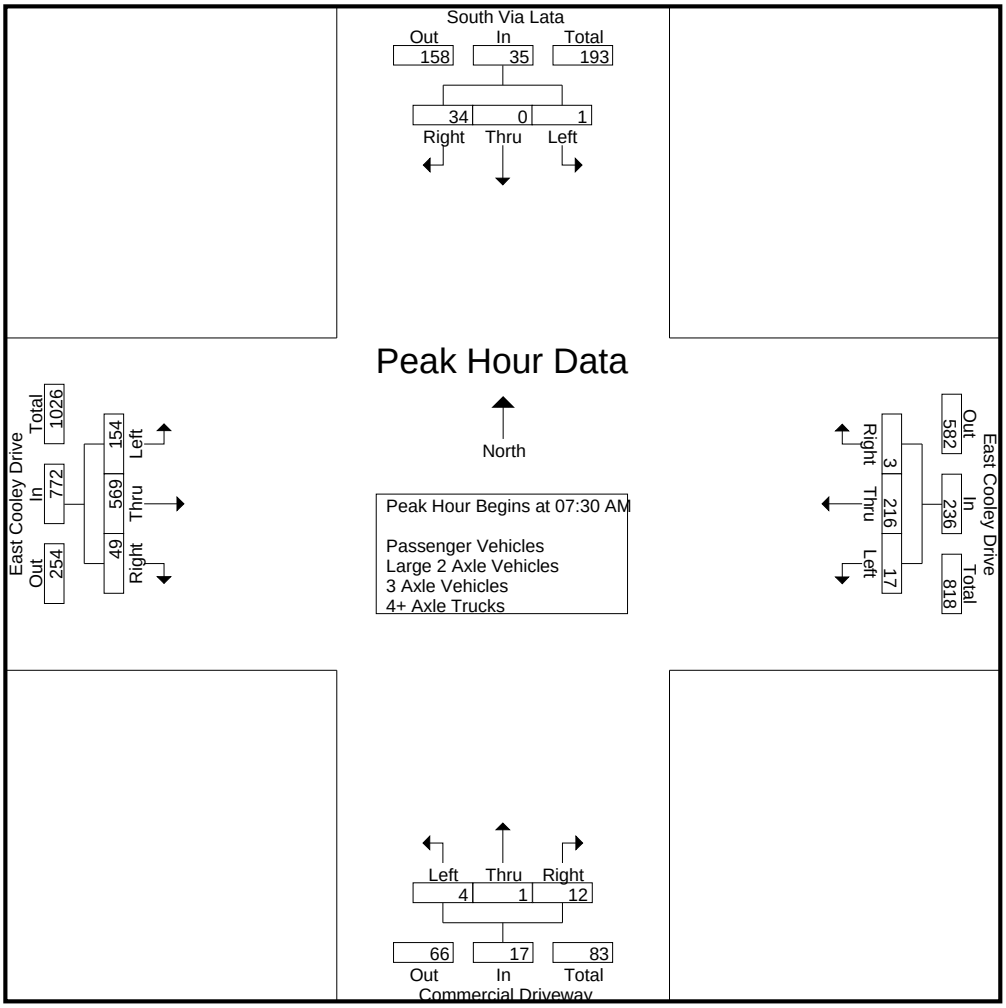
	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	3	4	2	35	0	37	1	0	0	1	32	62	4	98	140
07:15 AM	0	1	10	11	4	49	0	53	1	0	1	2	30	77	9	116	182
07:30 AM	0	0	5	5	2	44	3	49	0	0	3	3	34	120	15	169	226
07:45 AM	1	0	3	4	5	65	0	70	1	0	2	3	41	162	20	223	300
Total	2	1	21	24	13	193	3	209	3	0	6	9	137	421	48	606	848
08:00 AM	0	0	8	8	3	64	0	67	2	1	4	7	36	151	8	195	277
08:15 AM	0	0	18	18	7	43	0	50	1	0	3	4	43	136	6	185	257
08:30 AM	1	0	20	21	1	42	2	45	0	0	1	1	31	71	14	116	183
08:45 AM	2	0	16	18	1	51	1	53	2	0	2	4	27	73	5	105	180
Total	3	0	62	65	12	200	3	215	5	1	10	16	137	431	33	601	897
Grand Total	5	1	83	89	25	393	6	424	8	1	16	25	274	852	81	1207	1745
Apprch %	5.6	1.1	93.3		5.9	92.7	1.4		32	4	64		22.7	70.6	6.7		
Total %	0.3	0.1	4.8	5.1	1.4	22.5	0.3	24.3	0.5	0.1	0.9	1.4	15.7	48.8	4.6	69.2	
Passenger Vehicles	4	0	77	81	25	345	5	375	8	1	15	24	268	816	81	1165	1645
% Passenger Vehicles	80	0	92.8	91	100	87.8	83.3	88.4	100	100	93.8	96	97.8	95.8	100	96.5	94.3
Large 2 Axle Vehicles	0	0	3	3	0	19	0	19	0	0	0	0	4	12	0	16	38
% Large 2 Axle Vehicles	0	0	3.6	3.4	0	4.8	0	4.5	0	0	0	0	1.5	1.4	0	1.3	2.2
3 Axle Vehicles	1	1	1	3	0	2	0	2	0	0	1	1	0	8	0	8	14
% 3 Axle Vehicles	20	100	1.2	3.4	0	0.5	0	0.5	0	0	6.2	4	0	0.9	0	0.7	0.8
4+ Axle Trucks	0	0	2	2	0	27	1	28	0	0	0	0	2	16	0	18	48
% 4+ Axle Trucks	0	0	2.4	2.2	0	6.9	16.7	6.6	0	0	0	0	0.7	1.9	0	1.5	2.8

	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	5	5	2	44	**3**	49	0	0	3	3	34	120	15	169	226
07:45 AM	**1**	0	3	4	5	**65**	0	**70**	1	0	2	3	41	**162**	**20**	**223**	**300**
08:00 AM	0	0	8	8	3	64	0	67	**2**	**1**	**4**	**7**	36	151	8	195	277
08:15 AM	0	0	**18**	**18**	**7**	43	0	50	1	0	3	4	**43**	136	6	185	257
Total Volume	1	0	34	35	17	216	3	236	4	1	12	17	154	569	49	772	1060
% App. Total	2.9	0	97.1		7.2	91.5	1.3		23.5	5.9	70.6		19.9	73.7	6.3		
PHF	.250	.000	.472	.486	.607	.831	.250	.843	.500	.250	.750	.607	.895	.878	.613	.865	.883

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	08:00 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	8	8	4	49	0	53	0	0	3	3	34	120	15	169
+15 mins.	0	0	18	18	2	44	**3**	49	1	0	2	3	41	**162**	**20**	**223**
+30 mins.	1	0	**20**	**21**	**5**	**65**	0	**70**	**2**	**1**	**4**	**7**	36	151	8	195
+45 mins.	**2**	0	16	18	3	64	0	67	1	0	3	4	**43**	136	6	185
Total Volume	3	0	62	65	14	222	3	239	4	1	12	17	154	569	49	772
% App. Total	4.6	0	95.4		5.9	92.9	1.3		23.5	5.9	70.6		19.9	73.7	6.3	
PHF	.375	.000	.775	.774	.700	.854	.250	.854	.500	.250	.750	.607	.895	.878	.613	.865

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

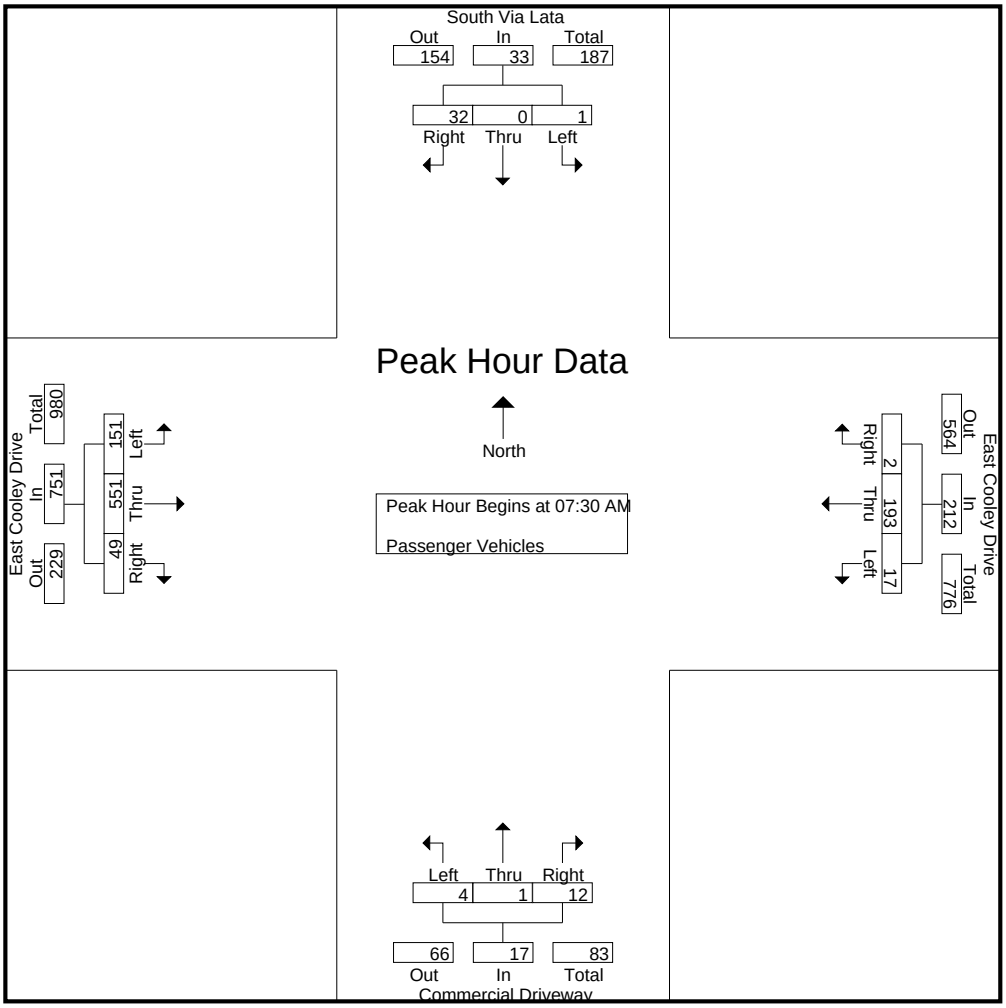
	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	2	28	0	30	1	0	0	1	32	59	4	95	128
07:15 AM	0	0	10	10	4	44	0	48	1	0	0	1	29	74	9	112	171
07:30 AM	0	0	4	4	2	39	2	43	0	0	3	3	32	116	15	163	213
07:45 AM	1	0	3	4	5	60	0	65	1	0	2	3	41	159	20	220	292
Total	1	0	19	20	13	171	2	186	3	0	5	8	134	408	48	590	804
08:00 AM	0	0	8	8	3	59	0	62	2	1	4	7	36	144	8	188	265
08:15 AM	0	0	17	17	7	35	0	42	1	0	3	4	42	132	6	180	243
08:30 AM	1	0	20	21	1	34	2	37	0	0	1	1	29	65	14	108	167
08:45 AM	2	0	13	15	1	46	1	48	2	0	2	4	27	67	5	99	166
Total	3	0	58	61	12	174	3	189	5	1	10	16	134	408	33	575	841
Grand Total	4	0	77	81	25	345	5	375	8	1	15	24	268	816	81	1165	1645
Apprch %	4.9	0	95.1		6.7	92	1.3		33.3	4.2	62.5		23	70	7		
Total %	0.2	0	4.7	4.9	1.5	21	0.3	22.8	0.5	0.1	0.9	1.5	16.3	49.6	4.9	70.8	

	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	4	4	2	39	**2**	43	0	0	3	3	32	116	15	163	213
07:45 AM	**1**	0	3	4	5	**60**	0	**65**	1	0	2	3	41	**159**	**20**	**220**	**292**
08:00 AM	0	0	8	8	3	59	0	62	**2**	**1**	**4**	**7**	36	144	8	188	265
08:15 AM	0	0	**17**	**17**	**7**	35	0	42	1	0	3	4	**42**	132	6	180	243
Total Volume	1	0	32	33	17	193	2	212	4	1	12	17	151	551	49	751	1013
% App. Total	3	0	97		8	91	0.9		23.5	5.9	70.6		20.1	73.4	6.5		
PHF	.250	.000	.471	.485	.607	.804	.250	.815	.500	.250	.750	.607	.899	.866	.613	.853	.867

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	4	4	2	39	**2**	43	0	0	3	3	32	116	15	163
+15 mins.	**1**	0	3	4	5	**60**	0	**65**	1	0	2	3	41	**159**	**20**	**220**
+30 mins.	0	0	8	8	3	59	0	62	**2**	**1**	**4**	**7**	36	144	8	188
+45 mins.	0	0	**17**	**17**	**7**	35	0	42	1	0	3	4	**42**	132	6	180
Total Volume	1	0	32	33	17	193	2	212	4	1	12	17	151	551	49	751
% App. Total	3	0	97		8	91	0.9		23.5	5.9	70.6		20.1	73.4	6.5	
PHF	.250	.000	.471	.485	.607	.804	.250	.815	.500	.250	.750	.607	.899	.866	.613	.853

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

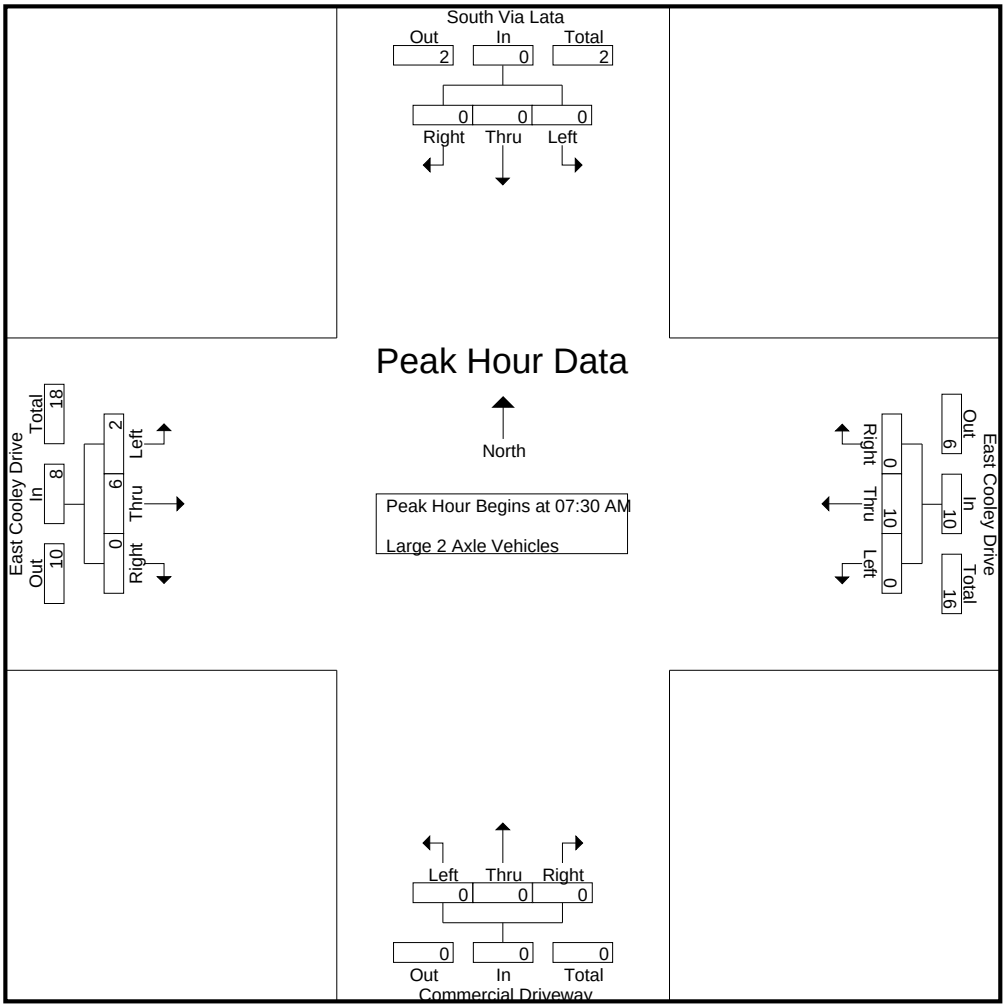
	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	1	0	3	4
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
Total	0	0	1	1	0	9	0	9	0	0	0	0	2	3	0	5	15
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	2	2	0	4	7
08:45 AM	0	0	2	2	0	2	0	2	0	0	0	0	0	3	0	3	7
Total	0	0	2	2	0	10	0	10	0	0	0	0	2	9	0	11	23
Grand Total	0	0	3	3	0	19	0	19	0	0	0	0	4	12	0	16	38
Apprch %	0	0	100		0	100	0		0	0	0		25	75	0		
Total %	0	0	7.9	7.9	0	50	0	50	0	0	0	0	10.5	31.6	0	42.1	

	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	**2**	1	0	**3**	4
07:45 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	1	0	1	**5**
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	2	4
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	2	6	0	8	18
% App. Total	0	0	0		0	100	0		0	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.250	.750	.000	.667	.900

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**2**	1	0	**3**
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	2	6	0	8
% App. Total	0	0	0		0	100	0		0	0	0		25	75	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.250	.750	.000	.667

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

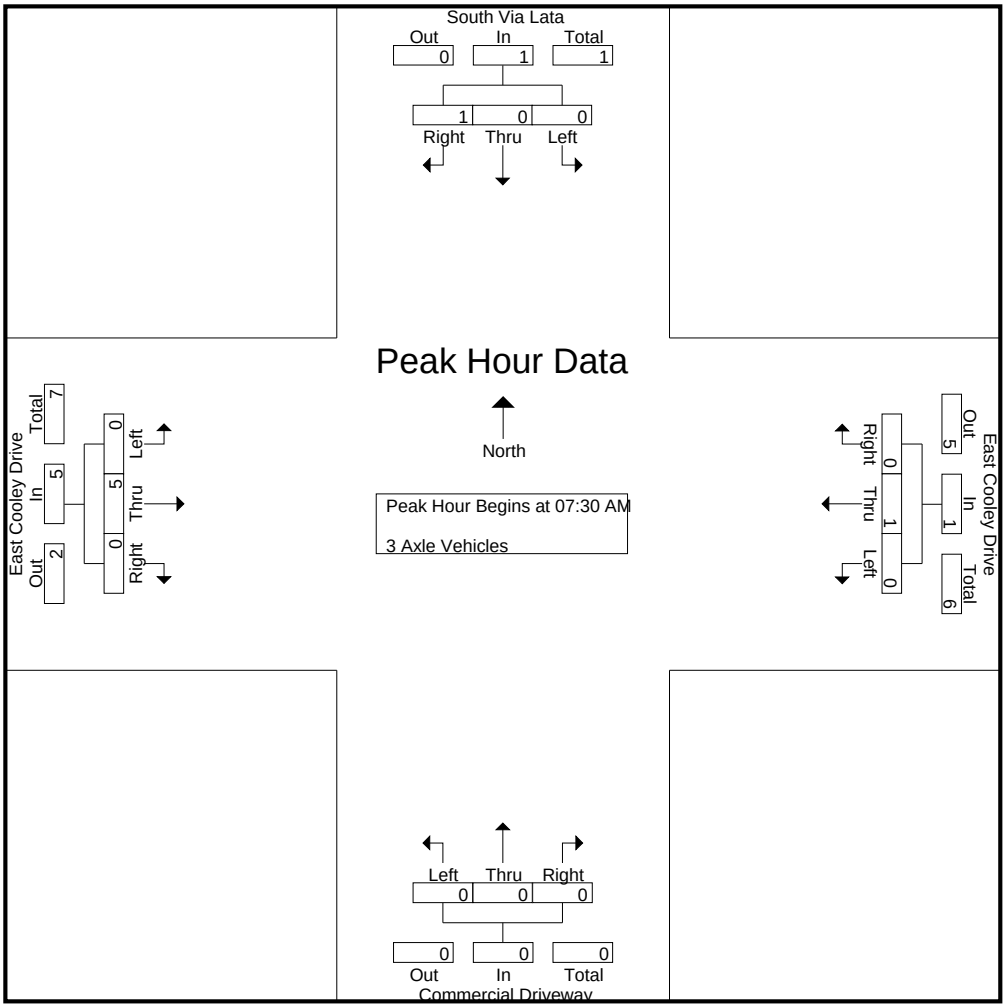
	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	1	0	1	0	1	0	0	1	1	0	1	0	1	4
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	1	1	3	0	2	0	2	0	0	1	1	0	4	0	4	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	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	4	0	4	4
Grand Total	1	1	1	3	0	2	0	2	0	0	1	1	0	8	0	8	14
Apprch %	33.3	33.3	33.3		0	100	0		0	0	100		0	100	0		
Total %	7.1	7.1	7.1	21.4	0	14.3	0	14.3	0	0	7.1	7.1	0	57.1	0	57.1	

	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**3**
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	5	0	5	7
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.583

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	5	0	5
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

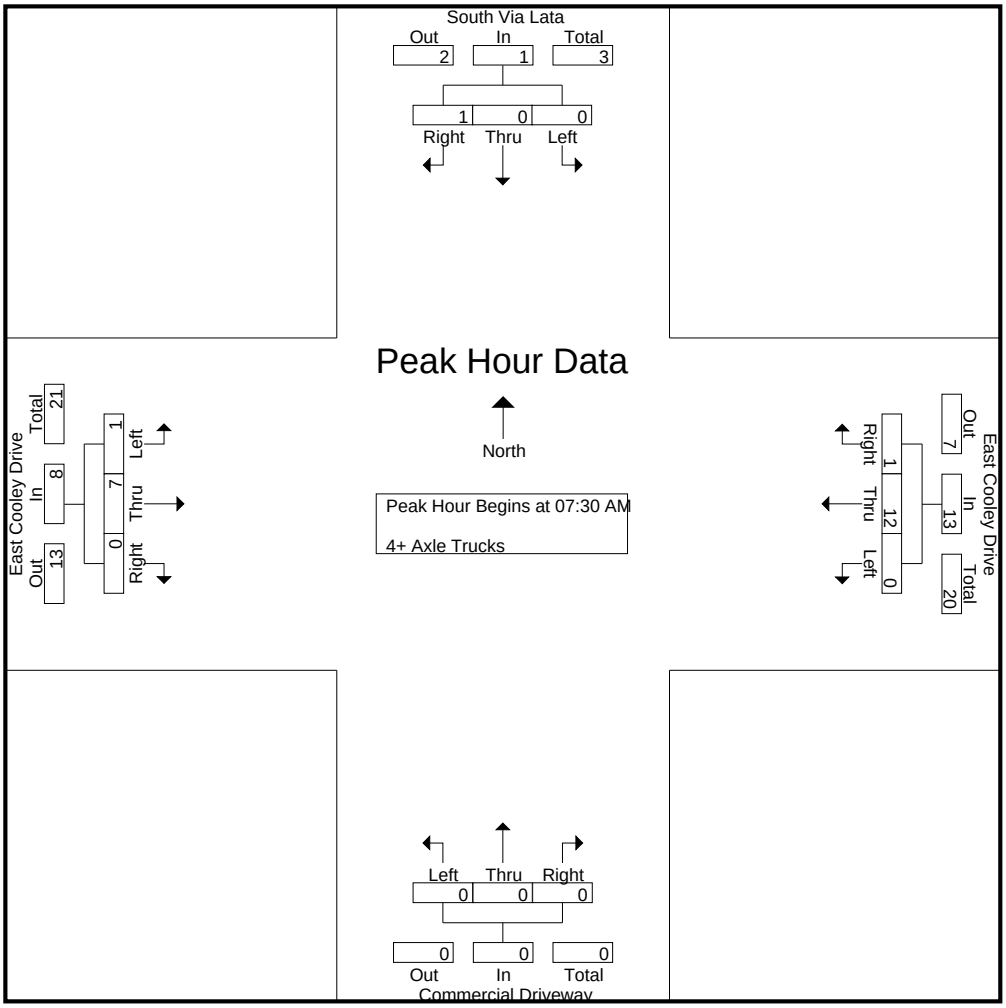
	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	4
07:30 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	1	0	1	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	11	1	12	0	0	0	0	1	6	0	7	19
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:15 AM	0	0	1	1	0	5	0	5	0	0	0	0	1	2	0	3	9
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
08:45 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	3	0	3	7
Total	0	0	2	2	0	16	0	16	0	0	0	0	1	10	0	11	29
Grand Total	0	0	2	2	0	27	1	28	0	0	0	0	2	16	0	18	48
Apprch %	0	0	100		0	96.4	3.6		0	0	0		11.1	88.9	0		
Total %	0	0	4.2	4.2	0	56.2	2.1	58.3	0	0	0	0	4.2	33.3	0	37.5	

	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	4	**1**	**5**	0	0	0	0	0	1	0	1	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	**3**	0	**3**	6
08:15 AM	0	0	**1**	**1**	0	**5**	0	5	0	0	0	0	**1**	2	0	3	**9**
Total Volume	0	0	1	1	0	12	1	13	0	0	0	0	1	7	0	8	22
% App. Total	0	0	100		0	92.3	7.7		0	0	0		12.5	87.5	0		
PHF	.000	.000	.250	.250	.000	.600	.250	.650	.000	.000	.000	.000	.250	.583	.000	.667	.611

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	4	**1**	**5**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**3**	0	**3**
+45 mins.	0	0	**1**	**1**	0	**5**	0	5	0	0	0	0	**1**	2	0	3
Total Volume	0	0	1	1	0	12	1	13	0	0	0	0	1	7	0	8
% App. Total	0	0	100		0	92.3	7.7		0	0	0		12.5	87.5	0	
PHF	.000	.000	.250	.250	.000	.600	.250	.650	.000	.000	.000	.000	.250	.583	.000	.667

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

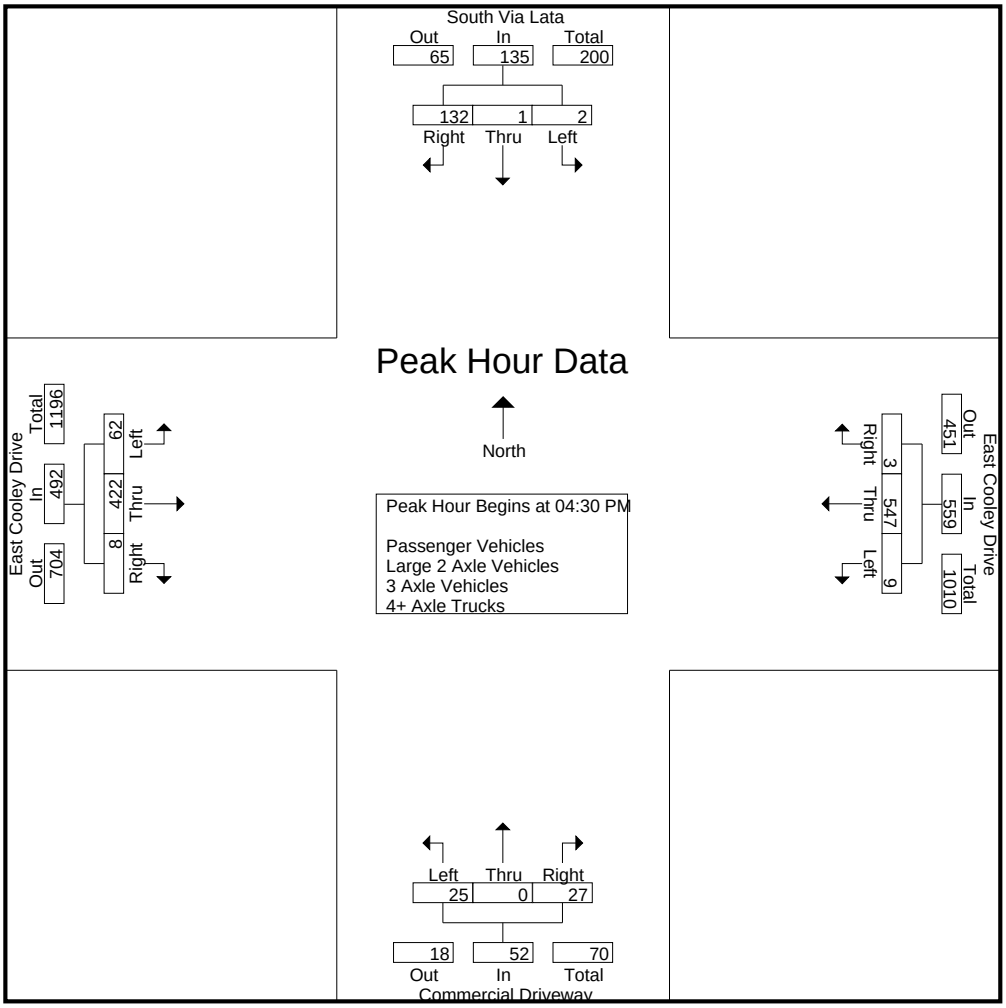
	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	25	26	1	100	1	102	1	0	5	6	17	85	2	104	238
04:15 PM	0	0	21	21	2	95	3	100	7	0	5	12	20	77	10	107	240
04:30 PM	0	0	29	29	6	116	0	122	5	0	5	10	21	98	2	121	282
04:45 PM	1	0	24	25	1	119	1	121	8	0	7	15	16	89	1	106	267
Total	2	0	99	101	10	430	5	445	21	0	22	43	74	349	15	438	1027
05:00 PM	0	1	60	61	0	210	0	210	10	0	12	22	11	125	1	137	430
05:15 PM	1	0	19	20	2	102	2	106	2	0	3	5	14	110	4	128	259
05:30 PM	0	0	10	10	2	107	1	110	2	0	0	2	11	106	1	118	240
05:45 PM	0	0	6	6	1	86	1	88	5	0	2	7	5	92	2	99	200
Total	1	1	95	97	5	505	4	514	19	0	17	36	41	433	8	482	1129
Grand Total	3	1	194	198	15	935	9	959	40	0	39	79	115	782	23	920	2156
Apprch %	1.5	0.5	98		1.6	97.5	0.9		50.6	0	49.4		12.5	85	2.5		
Total %	0.1	0	9	9.2	0.7	43.4	0.4	44.5	1.9	0	1.8	3.7	5.3	36.3	1.1	42.7	
Passenger Vehicles	3	1	192	196	15	878	9	902	40	0	39	79	109	715	23	847	2024
% Passenger Vehicles	100	100	99	99	100	93.9	100	94.1	100	0	100	100	94.8	91.4	100	92.1	93.9
Large 2 Axle Vehicles	0	0	2	2	0	30	0	30	0	0	0	0	6	37	0	43	75
% Large 2 Axle Vehicles	0	0	1	1	0	3.2	0	3.1	0	0	0	0	5.2	4.7	0	4.7	3.5
3 Axle Vehicles	0	0	0	0	0	17	0	17	0	0	0	0	0	11	0	11	28
% 3 Axle Vehicles	0	0	0	0	0	1.8	0	1.8	0	0	0	0	0	1.4	0	1.2	1.3
4+ Axle Trucks	0	0	0	0	0	10	0	10	0	0	0	0	0	19	0	19	29
% 4+ Axle Trucks	0	0	0	0	0	1.1	0	1	0	0	0	0	0	2.4	0	2.1	1.3

	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	29	29	**6**	116	0	122	5	0	5	10	**21**	98	2	121	282
04:45 PM	**1**	0	24	25	1	119	1	121	8	0	7	15	16	89	1	106	267
05:00 PM	0	**1**	**60**	**61**	0	**210**	0	**210**	**10**	0	**12**	**22**	11	**125**	1	**137**	**430**
05:15 PM	1	0	19	20	2	102	**2**	106	2	0	3	5	14	110	**4**	128	259
Total Volume	2	1	132	135	9	547	3	559	25	0	27	52	62	422	8	492	1238
% App. Total	1.5	0.7	97.8		1.6	97.9	0.5		48.1	0	51.9		12.6	85.8	1.6		
PHF	.500	.250	.550	.553	.375	.651	.375	.665	.625	.000	.563	.591	.738	.844	.500	.898	.720

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:15 PM				04:30 PM				04:15 PM				04:30 PM			
+0 mins.	0	0	21	21	**6**	116	0	122	7	0	5	12	**21**	98	2	121
+15 mins.	0	0	29	29	1	119	1	121	5	0	5	10	16	89	1	106
+30 mins.	**1**	0	24	25	0	**210**	0	**210**	8	0	7	15	11	**125**	1	**137**
+45 mins.	0	**1**	**60**	**61**	2	102	**2**	106	**10**	0	**12**	**22**	14	110	**4**	128
Total Volume	1	1	134	136	9	547	3	559	30	0	29	59	62	422	8	492
% App. Total	0.7	0.7	98.5		1.6	97.9	0.5		50.8	0	49.2		12.6	85.8	1.6	
PHF	.250	.250	.558	.557	.375	.651	.375	.665	.750	.000	.604	.670	.738	.844	.500	.898

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

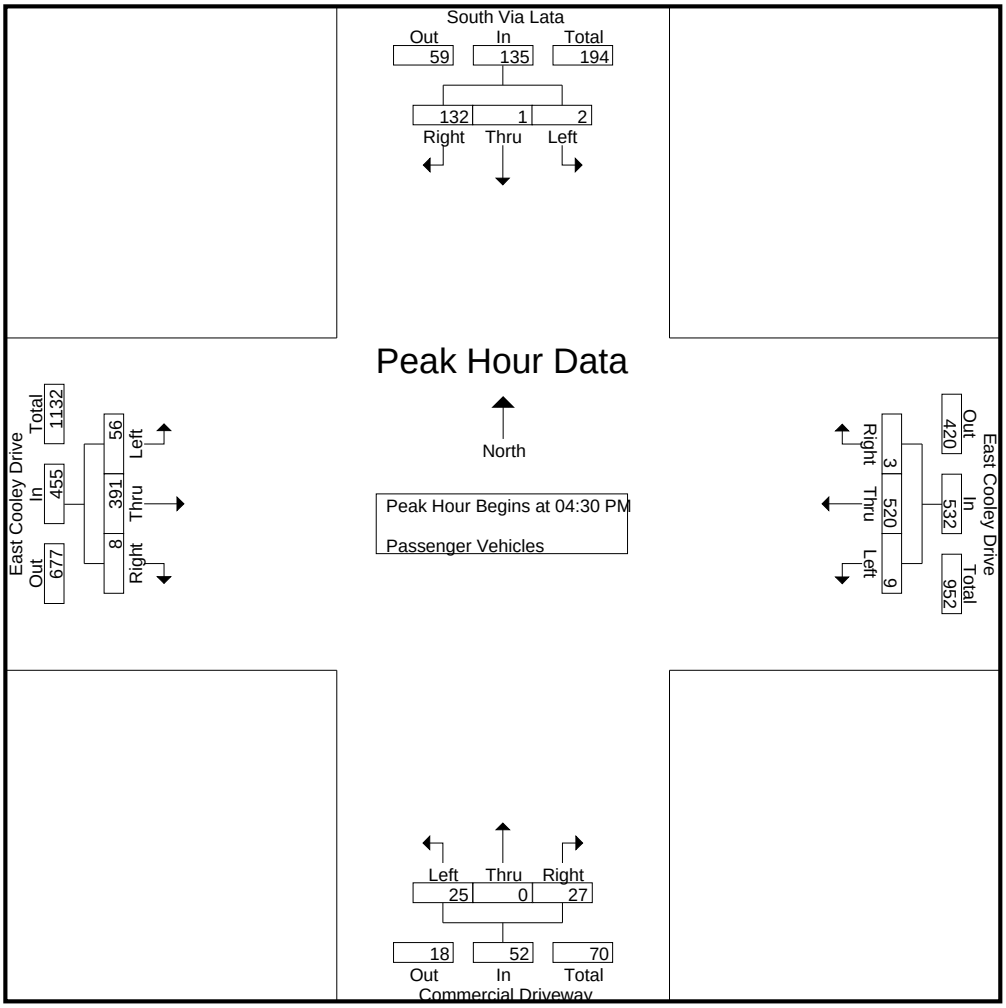
	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	24	25	1	88	1	90	1	0	5	6	17	74	2	93	214
04:15 PM	0	0	21	21	2	89	3	94	7	0	5	12	20	70	10	100	227
04:30 PM	0	0	29	29	6	114	0	120	5	0	5	10	17	87	2	106	265
04:45 PM	1	0	24	25	1	111	1	113	8	0	7	15	16	79	1	96	249
Total	2	0	98	100	10	402	5	417	21	0	22	43	70	310	15	395	955
05:00 PM	0	1	60	61	0	198	0	198	10	0	12	22	10	119	1	130	411
05:15 PM	1	0	19	20	2	97	2	101	2	0	3	5	13	106	4	123	249
05:30 PM	0	0	9	9	2	100	1	103	2	0	0	2	11	95	1	107	221
05:45 PM	0	0	6	6	1	81	1	83	5	0	2	7	5	85	2	92	188
Total	1	1	94	96	5	476	4	485	19	0	17	36	39	405	8	452	1069
Grand Total	3	1	192	196	15	878	9	902	40	0	39	79	109	715	23	847	2024
Apprch %	1.5	0.5	98		1.7	97.3	1		50.6	0	49.4		12.9	84.4	2.7		
Total %	0.1	0	9.5	9.7	0.7	43.4	0.4	44.6	2	0	1.9	3.9	5.4	35.3	1.1	41.8	

	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	29	29	**6**	114	0	120	5	0	5	10	**17**	87	2	106	265
04:45 PM	**1**	0	24	25	1	111	1	113	8	0	7	15	16	79	1	96	249
05:00 PM	0	**1**	**60**	**61**	0	**198**	0	**198**	**10**	0	**12**	**22**	10	**119**	1	**130**	**411**
05:15 PM	1	0	19	20	2	97	**2**	101	2	0	3	5	13	106	**4**	123	249
Total Volume	2	1	132	135	9	520	3	532	25	0	27	52	56	391	8	455	1174
% App. Total	1.5	0.7	97.8		1.7	97.7	0.6		48.1	0	51.9		12.3	85.9	1.8		
PHF	.500	.250	.550	.553	.375	.657	.375	.672	.625	.000	.563	.591	.824	.821	.500	.875	.714

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	29	29	**6**	114	0	120	5	0	5	10	**17**	87	2	106
+15 mins.	**1**	0	24	25	1	111	1	113	8	0	7	15	16	79	1	96
+30 mins.	0	**1**	**60**	**61**	0	**198**	0	**198**	**10**	0	**12**	**22**	10	**119**	1	**130**
+45 mins.	1	0	19	20	2	97	**2**	101	2	0	3	5	13	106	**4**	123
Total Volume	2	1	132	135	9	520	3	532	25	0	27	52	56	391	8	455
% App. Total	1.5	0.7	97.8		1.7	97.7	0.6		48.1	0	51.9		12.3	85.9	1.8	
PHF	.500	.250	.550	.553	.375	.657	.375	.672	.625	.000	.563	.591	.824	.821	.500	.875

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

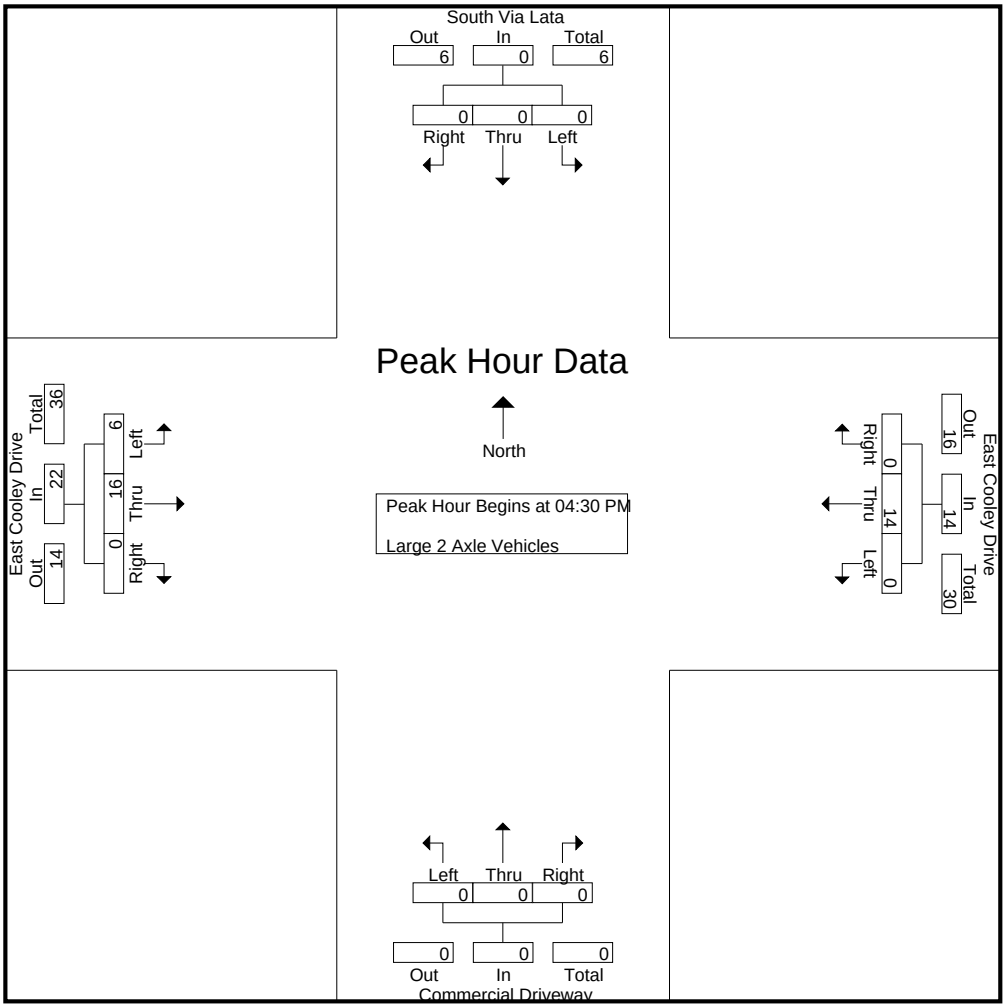
	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	8	0	8	0	0	0	0	0	10	0	10	19
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	4	5	0	9	11
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
Total	0	0	1	1	0	19	0	19	0	0	0	0	4	24	0	28	48
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
05:30 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	6	0	6	11
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	1	1	0	11	0	11	0	0	0	0	2	13	0	15	27
Grand Total	0	0	2	2	0	30	0	30	0	0	0	0	6	37	0	43	75
Apprch %	0	0	100		0	100	0		0	0	0		14	86	0		
Total %	0	0	2.7	2.7	0	40	0	40	0	0	0	0	8	49.3	0	57.3	

	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	**4**	5	0	**9**	11
04:45 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	**6**	0	6	**12**
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	6	16	0	22	36
% App. Total	0	0	0		0	100	0		0	0	0		27.3	72.7	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.375	.667	.000	.611	.750

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**4**	5	0	**9**
+15 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	**6**	0	6
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	6	16	0	22
% App. Total	0	0	0		0	100	0		0	0	0		27.3	72.7	0	
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.375	.667	.000	.611

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

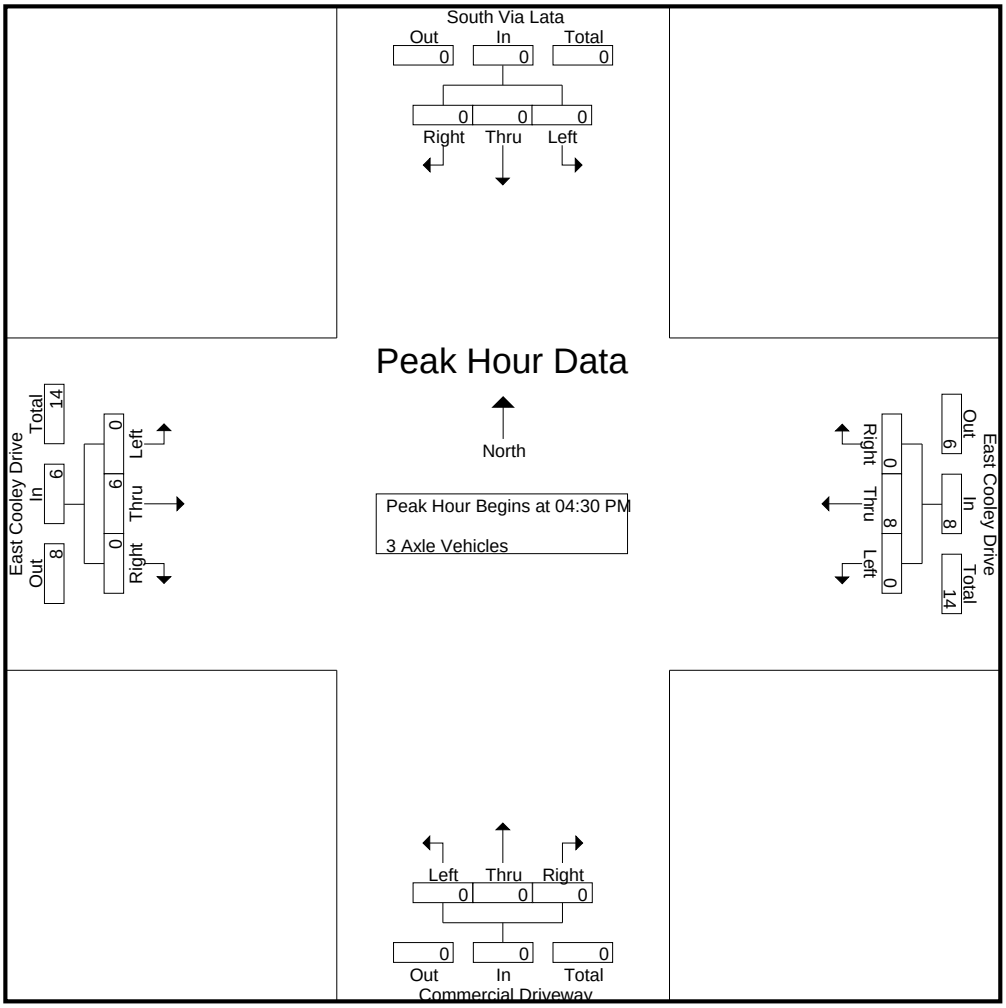
	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
05:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	7	0	7	19
Grand Total	0	0	0	0	0	17	0	17	0	0	0	0	0	11	0	11	28
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	60.7	0	60.7	0	0	0	0	0	39.3	0	39.3	

	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	2	0	2	**8**
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	6	0	6	14
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750	.438

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	6	0	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.000	.750	.000	.750

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

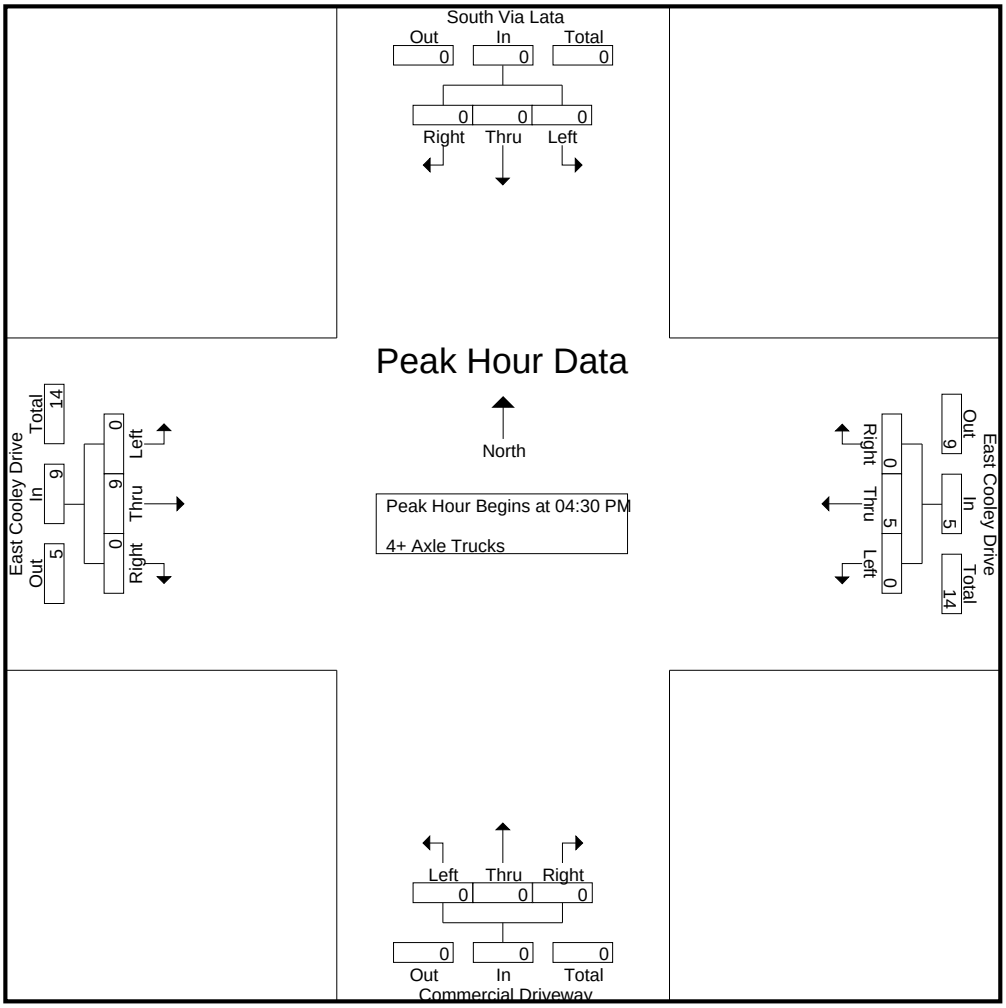
	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	11	15
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
Grand Total	0	0	0	0	0	10	0	10	0	0	0	0	0	19	0	19	29
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	34.5	0	34.5	0	0	0	0	0	65.5	0	65.5	

	South Via Lata Southbound				East Cooley Drive Westbound				Commercial Driveway Northbound				East Cooley Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**	**4**
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:00 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.563	.000	.563	.875

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: South Via Lata
E/W: East Cooley Drive
Weather: Clear

File Name : 02_COL_S Via Lata_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.563	.000	.563

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

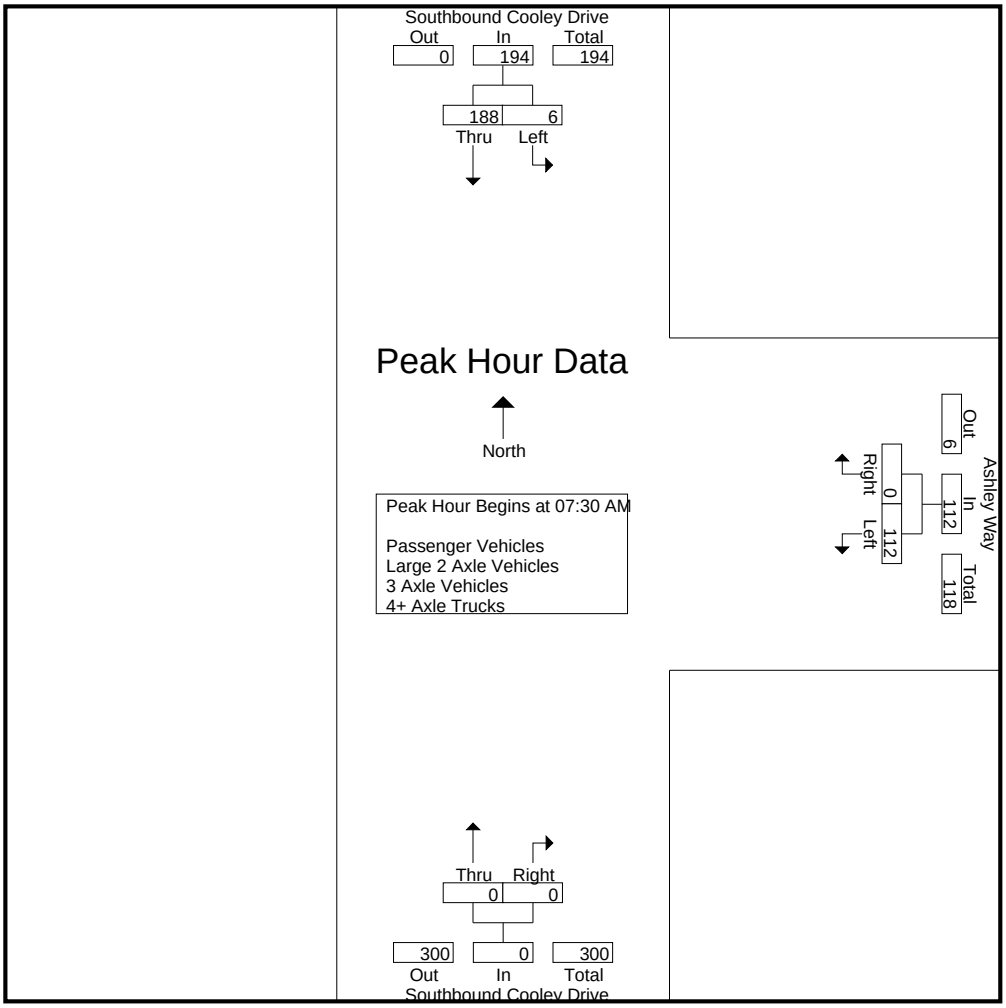
	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	27	28	17	0	17	0	0	0	45
07:15 AM	1	44	45	17	0	17	0	0	0	62
07:30 AM	1	41	42	24	0	24	0	0	0	66
07:45 AM	1	65	66	23	0	23	0	0	0	89
Total	4	177	181	81	0	81	0	0	0	262
08:00 AM	3	44	47	34	0	34	0	0	0	81
08:15 AM	1	38	39	31	0	31	0	0	0	70
08:30 AM	0	39	39	25	0	25	0	0	0	64
08:45 AM	1	34	35	23	0	23	0	0	0	58
Total	5	155	160	113	0	113	0	0	0	273
Grand Total	9	332	341	194	0	194	0	0	0	535
Apprch %	2.6	97.4		100	0		0	0		
Total %	1.7	62.1	63.7	36.3	0	36.3	0	0	0	
Passenger Vehicles	6	286	292	185	0	185	0	0	0	477
% Passenger Vehicles	66.7	86.1	85.6	95.4	0	95.4	0	0	0	89.2
Large 2 Axle Vehicles	2	20	22	6	0	6	0	0	0	28
% Large 2 Axle Vehicles	22.2	6	6.5	3.1	0	3.1	0	0	0	5.2
3 Axle Vehicles	1	1	2	2	0	2	0	0	0	4
% 3 Axle Vehicles	11.1	0.3	0.6	1	0	1	0	0	0	0.7
4+ Axle Trucks	0	25	25	1	0	1	0	0	0	26
% 4+ Axle Trucks	0	7.5	7.3	0.5	0	0.5	0	0	0	4.9

	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	41	42	24	0	24	0	0	0	66
07:45 AM	1	**65**	**66**	23	0	23	0	0	0	**89**
08:00 AM	**3**	44	47	**34**	0	**34**	0	0	0	81
08:15 AM	1	38	39	31	0	31	0	0	0	70
Total Volume	6	188	194	112	0	112	0	0	0	306
% App. Total	3.1	96.9		100	0		0	0		
PHF	.500	.723	.735	.824	.000	.824	.000	.000	.000	.860

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	07:15 AM			07:45 AM			07:00 AM		
+0 mins.	1	44	45	23	0	23	0	0	0
+15 mins.	1	41	42	**34**	0	**34**	0	0	0
+30 mins.	1	**65**	**66**	31	0	31	0	0	0
+45 mins.	**3**	44	47	25	0	25	0	0	0
Total Volume	6	194	200	113	0	113	0	0	0
% App. Total	3	97		100	0		0	0	
PHF	.500	.746	.758	.831	.000	.831	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

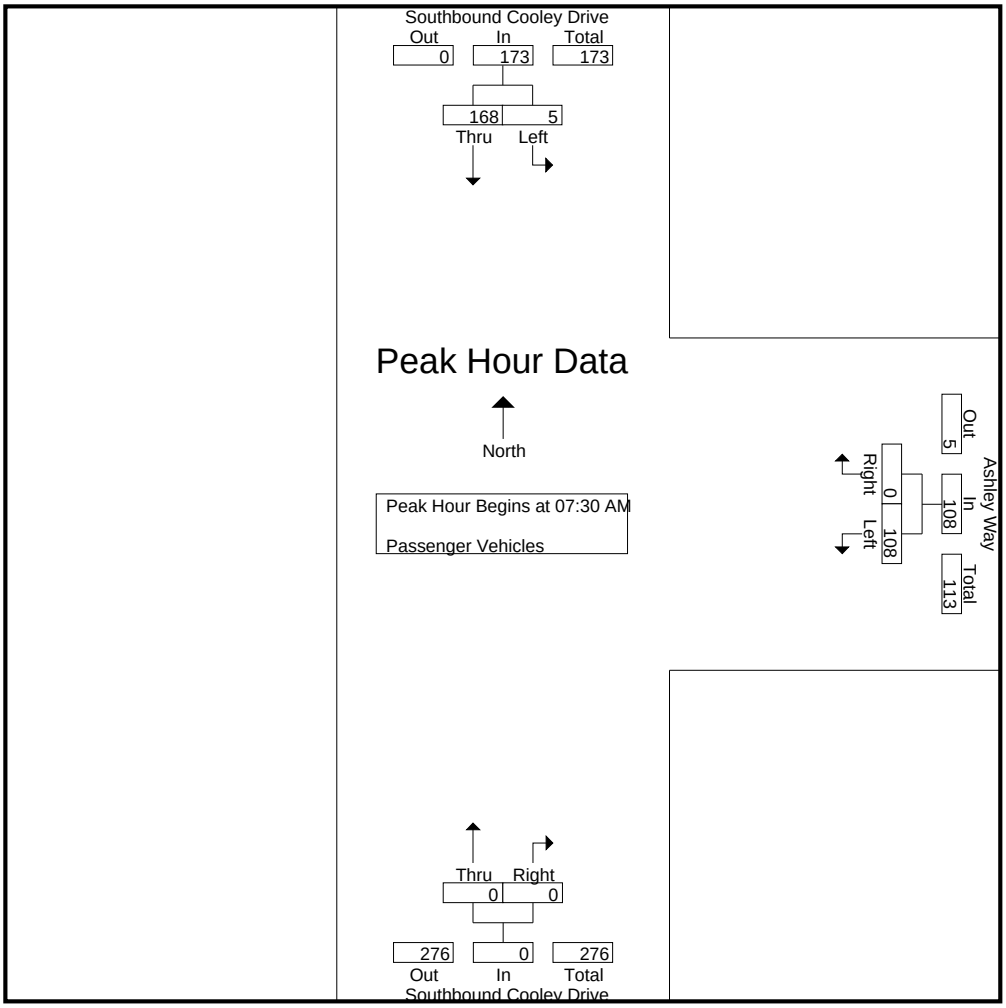
	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	21	21	15	0	15	0	0	0	36
07:15 AM	0	40	40	15	0	15	0	0	0	55
07:30 AM	1	35	36	23	0	23	0	0	0	59
07:45 AM	1	61	62	22	0	22	0	0	0	84
Total	2	157	159	75	0	75	0	0	0	234
08:00 AM	2	39	41	33	0	33	0	0	0	74
08:15 AM	1	33	34	30	0	30	0	0	0	64
08:30 AM	0	29	29	25	0	25	0	0	0	54
08:45 AM	1	28	29	22	0	22	0	0	0	51
Total	4	129	133	110	0	110	0	0	0	243
Grand Total	6	286	292	185	0	185	0	0	0	477
Apprch %	2.1	97.9		100	0		0	0		
Total %	1.3	60	61.2	38.8	0	38.8	0	0	0	

	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	35	36	23	0	23	0	0	0	59
07:45 AM	1	**61**	**62**	22	0	22	0	0	0	**84**
08:00 AM	**2**	39	41	**33**	0	**33**	0	0	0	74
08:15 AM	1	33	34	30	0	30	0	0	0	64
Total Volume	5	168	173	108	0	108	0	0	0	281
% App. Total	2.9	97.1		100	0		0	0		
PHF	.625	.689	.698	.818	.000	.818	.000	.000	.000	.836

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	1	35	36	23	0	23	0	0	0
+15 mins.	1	**61**	**62**	22	0	22	0	0	0
+30 mins.	**2**	39	41	**33**	0	**33**	0	0	0
+45 mins.	1	33	34	30	0	30	0	0	0
Total Volume	5	168	173	108	0	108	0	0	0
% App. Total	2.9	97.1		100	0		0	0	
PHF	.625	.689	.698	.818	.000	.818	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

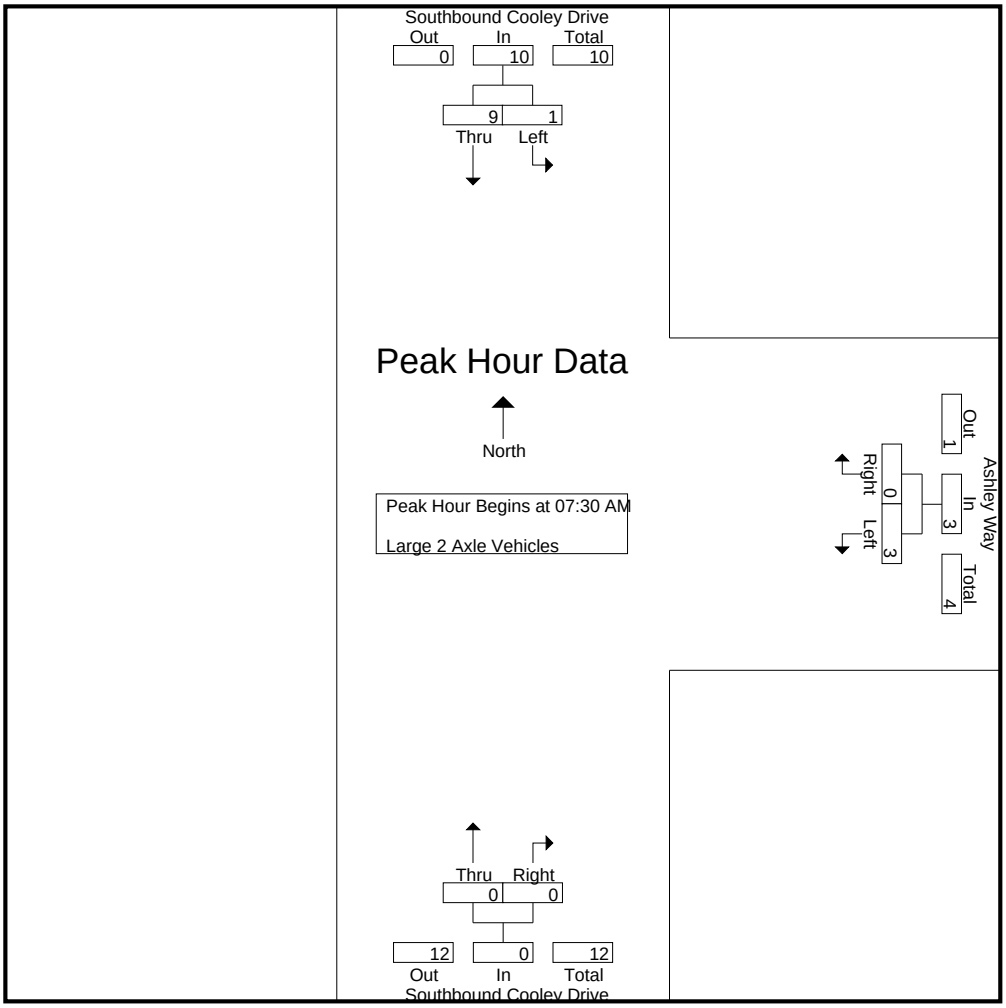
	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	1	0	1	0	0	0	2
07:15 AM	1	2	3	2	0	2	0	0	0	5
07:30 AM	0	2	2	1	0	1	0	0	0	3
07:45 AM	0	4	4	0	0	0	0	0	0	4
Total	1	9	10	4	0	4	0	0	0	14
08:00 AM	1	2	3	1	0	1	0	0	0	4
08:15 AM	0	1	1	1	0	1	0	0	0	2
08:30 AM	0	4	4	0	0	0	0	0	0	4
08:45 AM	0	4	4	0	0	0	0	0	0	4
Total	1	11	12	2	0	2	0	0	0	14
Grand Total	2	20	22	6	0	6	0	0	0	28
Apprch %	9.1	90.9		100	0		0	0		
Total %	7.1	71.4	78.6	21.4	0	21.4	0	0	0	

	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	2	2	**1**	0	**1**	0	0	0	3
07:45 AM	0	**4**	**4**	0	0	0	0	0	0	**4**
08:00 AM	**1**	2	3	1	0	1	0	0	0	4
08:15 AM	0	1	1	1	0	1	0	0	0	2
Total Volume	1	9	10	3	0	3	0	0	0	13
% App. Total	10	90		100	0		0	0		
PHF	.250	.563	.625	.750	.000	.750	.000	.000	.000	.813

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	2	2	**1**	0	**1**	0	0	0
+15 mins.	0	**4**	**4**	0	0	0	0	0	0
+30 mins.	**1**	2	3	1	0	1	0	0	0
+45 mins.	0	1	1	1	0	1	0	0	0
Total Volume	1	9	10	3	0	3	0	0	0
% App. Total	10	90		100	0		0	0	
PHF	.250	.563	.625	.750	.000	.750	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

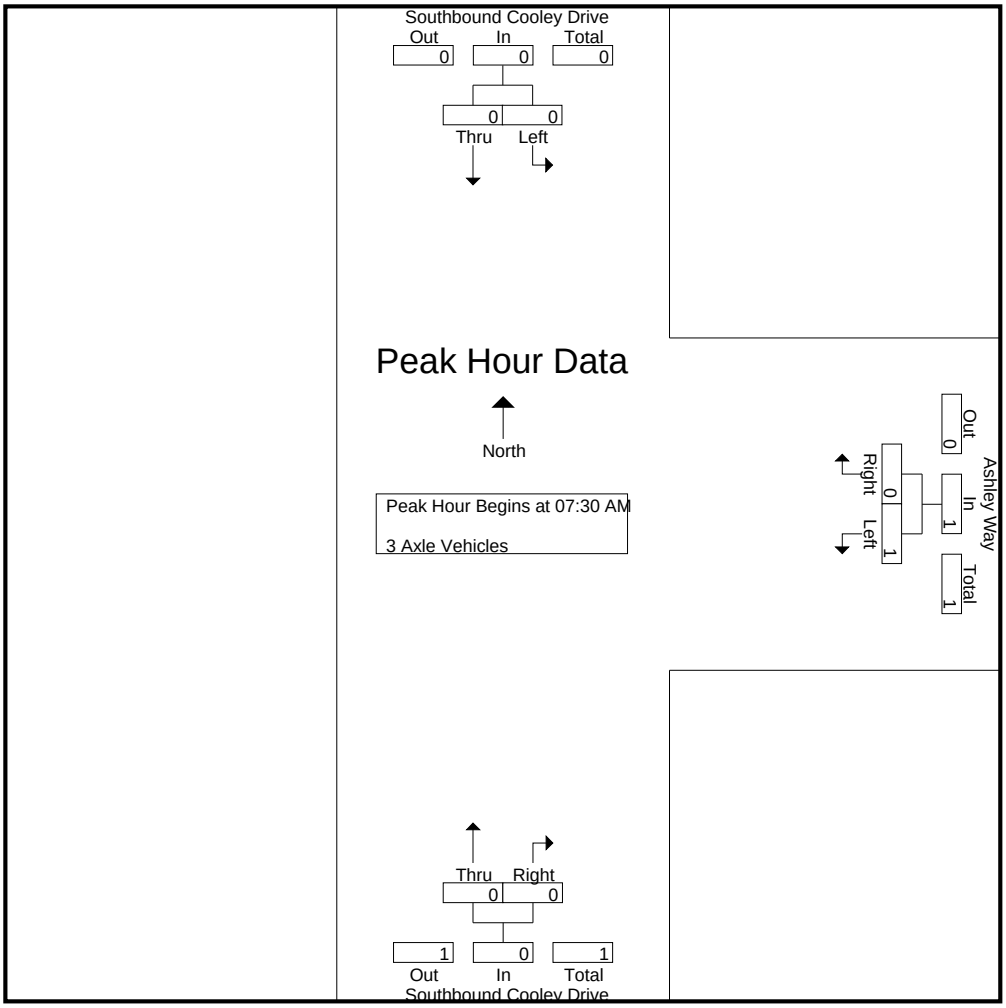
	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	1	0	1	0	0	0	2
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	0	0	0	1
Total	1	1	2	2	0	2	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	1	2	2	0	2	0	0	0	4
Apprch %	50	50		100	0		0	0		
Total %	25	25	50	50	0	50	0	0	0	

	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	**1**	0	**1**	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	**1**	0	**1**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

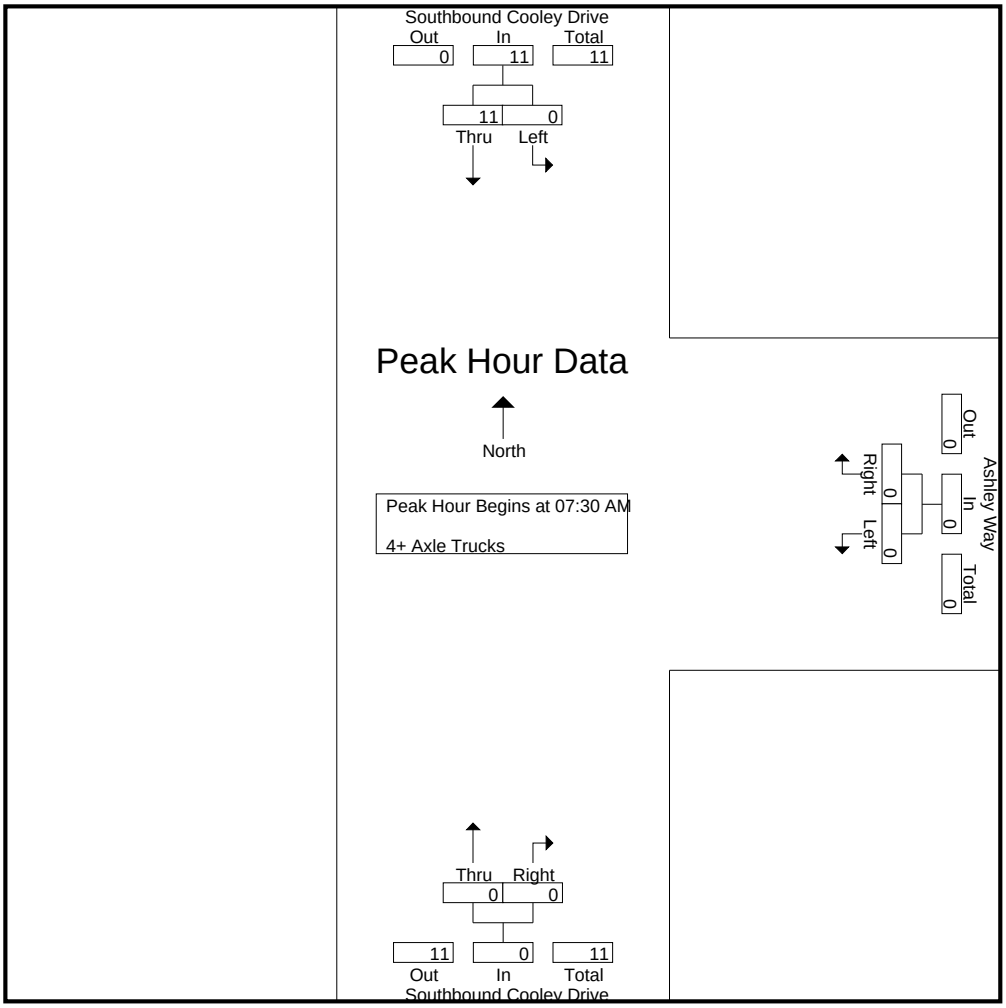
	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	5	0	0	0	0	0	0	5
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	4	4	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	10	10	0	0	0	0	0	0	10
08:00 AM	0	3	3	0	0	0	0	0	0	3
08:15 AM	0	4	4	0	0	0	0	0	0	4
08:30 AM	0	6	6	0	0	0	0	0	0	6
08:45 AM	0	2	2	1	0	1	0	0	0	3
Total	0	15	15	1	0	1	0	0	0	16
Grand Total	0	25	25	1	0	1	0	0	0	26
Apprch %	0	100		100	0		0	0		
Total %	0	96.2	96.2	3.8	0	3.8	0	0	0	

	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**4**	**4**	0	0	0	0	0	0	**4**
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	3	3	0	0	0	0	0	0	3
08:15 AM	0	4	4	0	0	0	0	0	0	4
Total Volume	0	11	11	0	0	0	0	0	0	11
% App. Total	0	100		0	0		0	0		
PHF	.000	.688	.688	.000	.000	.000	.000	.000	.000	.688

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**4**	**4**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	3	3	0	0	0	0	0	0
+45 mins.	0	4	4	0	0	0	0	0	0
Total Volume	0	11	11	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.688	.688	.000	.000	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

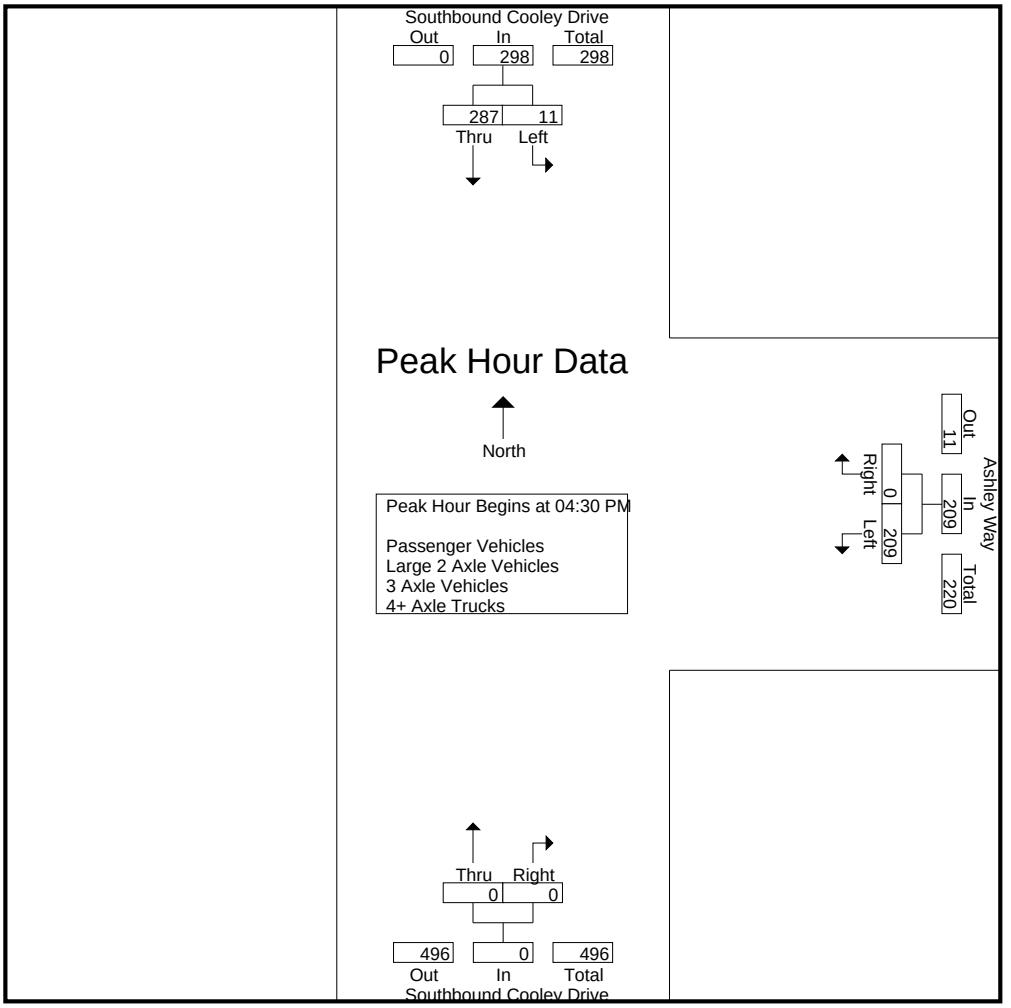
	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	53	57	47	0	47	0	0	0	104
04:15 PM	3	58	61	30	0	30	0	0	0	91
04:30 PM	3	68	71	38	0	38	0	0	0	109
04:45 PM	4	76	80	42	0	42	0	0	0	122
Total	14	255	269	157	0	157	0	0	0	426
05:00 PM	3	80	83	99	0	99	0	0	0	182
05:15 PM	1	63	64	30	0	30	0	0	0	94
05:30 PM	1	74	75	31	0	31	0	0	0	106
05:45 PM	2	62	64	17	0	17	0	0	0	81
Total	7	279	286	177	0	177	0	0	0	463
Grand Total	21	534	555	334	0	334	0	0	0	889
Apprch %	3.8	96.2		100	0		0	0		
Total %	2.4	60.1	62.4	37.6	0	37.6	0	0	0	
Passenger Vehicles	18	484	502	324	0	324	0	0	0	826
% Passenger Vehicles	85.7	90.6	90.5	97	0	97	0	0	0	92.9
Large 2 Axle Vehicles	3	26	29	5	0	5	0	0	0	34
% Large 2 Axle Vehicles	14.3	4.9	5.2	1.5	0	1.5	0	0	0	3.8
3 Axle Vehicles	0	16	16	3	0	3	0	0	0	19
% 3 Axle Vehicles	0	3	2.9	0.9	0	0.9	0	0	0	2.1
4+ Axle Trucks	0	8	8	2	0	2	0	0	0	10
% 4+ Axle Trucks	0	1.5	1.4	0.6	0	0.6	0	0	0	1.1

	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	3	68	71	38	0	38	0	0	0	109
04:45 PM	**4**	76	80	42	0	42	0	0	0	122
05:00 PM	3	**80**	**83**	**99**	0	**99**	0	0	0	**182**
05:15 PM	1	63	64	30	0	30	0	0	0	94
Total Volume	11	287	298	209	0	209	0	0	0	507
% App. Total	3.7	96.3		100	0		0	0		
PHF	.688	.897	.898	.528	.000	.528	.000	.000	.000	.696

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:45 PM			04:15 PM			04:00 PM		
+0 mins.	**4**	76	80	30	0	30	0	0	0
+15 mins.	3	**80**	**83**	38	0	38	0	0	0
+30 mins.	1	63	64	42	0	42	0	0	0
+45 mins.	1	74	75	**99**	0	**99**	0	0	0
Total Volume	9	293	302	209	0	209	0	0	0
% App. Total	3	97		100	0		0	0	
PHF	.563	.916	.910	.528	.000	.528	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

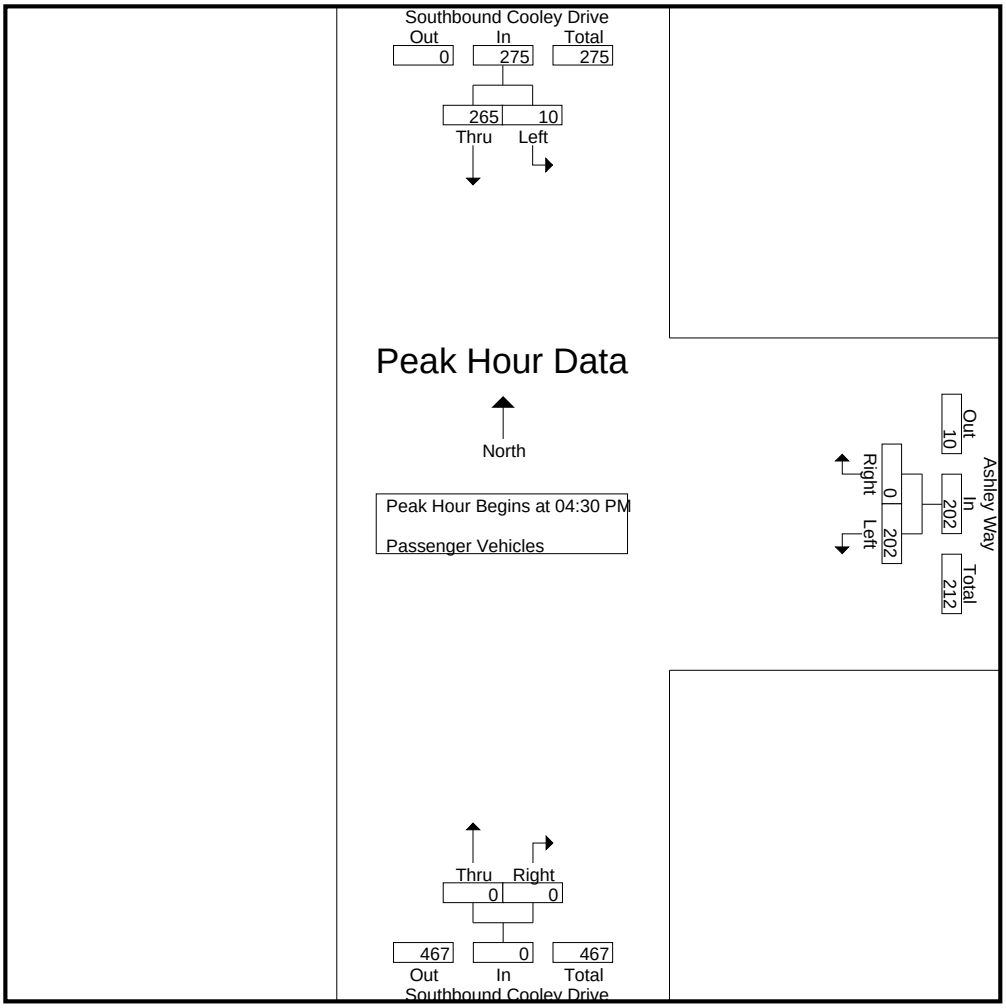
	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	42	44	46	0	46	0	0	0	90
04:15 PM	3	53	56	29	0	29	0	0	0	85
04:30 PM	2	65	67	38	0	38	0	0	0	105
04:45 PM	4	71	75	39	0	39	0	0	0	114
Total	11	231	242	152	0	152	0	0	0	394
05:00 PM	3	71	74	96	0	96	0	0	0	170
05:15 PM	1	58	59	29	0	29	0	0	0	88
05:30 PM	1	68	69	30	0	30	0	0	0	99
05:45 PM	2	56	58	17	0	17	0	0	0	75
Total	7	253	260	172	0	172	0	0	0	432
Grand Total	18	484	502	324	0	324	0	0	0	826
Apprch %	3.6	96.4		100	0		0	0		
Total %	2.2	58.6	60.8	39.2	0	39.2	0	0	0	

	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	2	65	67	38	0	38	0	0	0	105
04:45 PM	**4**	**71**	**75**	39	0	39	0	0	0	114
05:00 PM	3	71	74	**96**	0	**96**	0	0	0	**170**
05:15 PM	1	58	59	29	0	29	0	0	0	88
Total Volume	10	265	275	202	0	202	0	0	0	477
% App. Total	3.6	96.4		100	0		0	0		
PHF	.625	.933	.917	.526	.000	.526	.000	.000	.000	.701

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	2	65	67	38	0	38	0	0	0
+15 mins.	**4**	**71**	**75**	39	0	39	0	0	0
+30 mins.	3	71	74	**96**	0	**96**	0	0	0
+45 mins.	1	58	59	29	0	29	0	0	0
Total Volume	10	265	275	202	0	202	0	0	0
% App. Total	3.6	96.4		100	0		0	0	
PHF	.625	.933	.917	.526	.000	.526	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

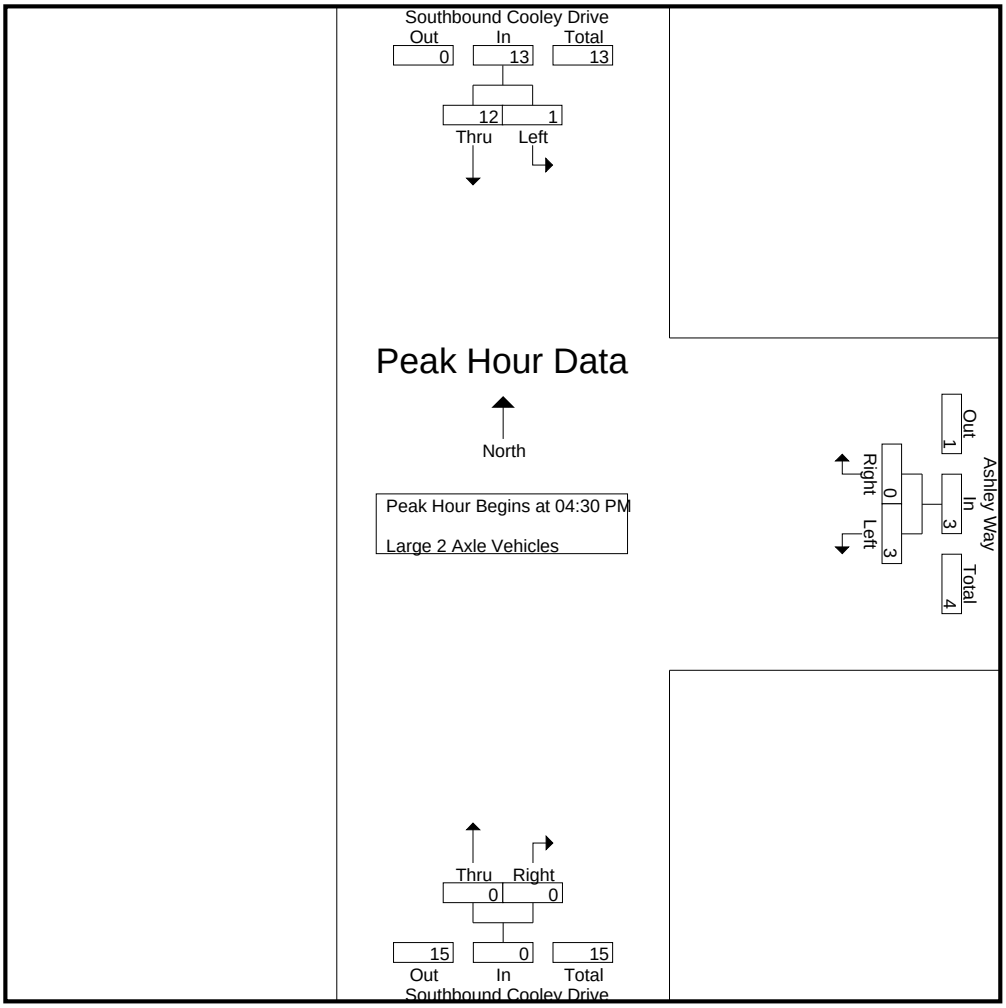
	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	7	9	1	0	1	0	0	0	10
04:15 PM	0	3	3	0	0	0	0	0	0	3
04:30 PM	1	3	4	0	0	0	0	0	0	4
04:45 PM	0	4	4	2	0	2	0	0	0	6
Total	3	17	20	3	0	3	0	0	0	23
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	3	3	1	0	1	0	0	0	4
05:30 PM	0	2	2	1	0	1	0	0	0	3
05:45 PM	0	2	2	0	0	0	0	0	0	2
Total	0	9	9	2	0	2	0	0	0	11
Grand Total	3	26	29	5	0	5	0	0	0	34
Apprch %	10.3	89.7		100	0		0	0		
Total %	8.8	76.5	85.3	14.7	0	14.7	0	0	0	

	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	3	**4**	0	0	0	0	0	0	4
04:45 PM	0	**4**	4	**2**	0	**2**	0	0	0	**6**
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	3	3	1	0	1	0	0	0	4
Total Volume	1	12	13	3	0	3	0	0	0	16
% App. Total	7.7	92.3		100	0		0	0		
PHF	.250	.750	.813	.375	.000	.375	.000	.000	.000	.667

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	**1**	3	**4**	0	0	0	0	0	0
+15 mins.	0	**4**	4	**2**	0	**2**	0	0	0
+30 mins.	0	2	2	0	0	0	0	0	0
+45 mins.	0	3	3	1	0	1	0	0	0
Total Volume	1	12	13	3	0	3	0	0	0
% App. Total	7.7	92.3		100	0		0	0	
PHF	.250	.750	.813	.375	.000	.375	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

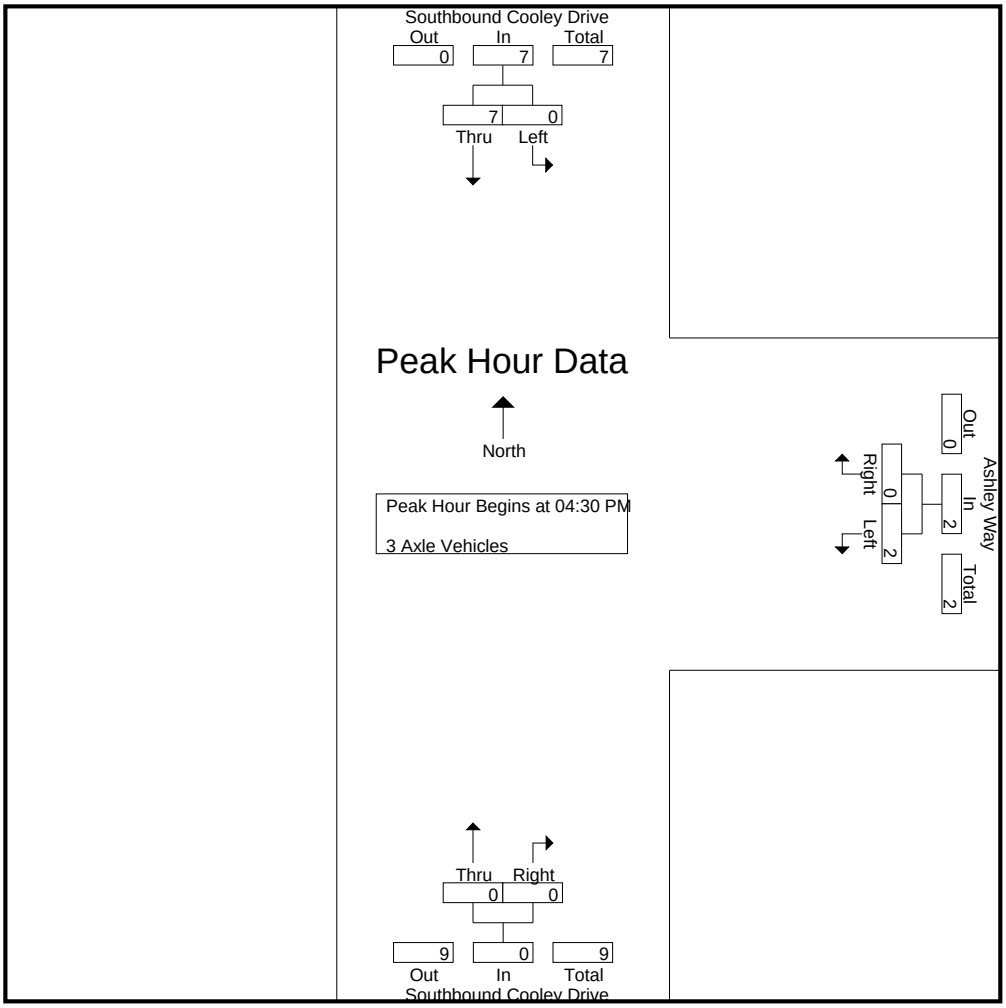
	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	3	0	0	0	0	0	0	3
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	4	4	1	0	1	0	0	0	5
05:00 PM	0	5	5	2	0	2	0	0	0	7
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	3	3	0	0	0	0	0	0	3
05:45 PM	0	3	3	0	0	0	0	0	0	3
Total	0	12	12	2	0	2	0	0	0	14
Grand Total	0	16	16	3	0	3	0	0	0	19
Apprch %	0	100		100	0		0	0		
Total %	0	84.2	84.2	15.8	0	15.8	0	0	0	

	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	**5**	**5**	**2**	0	**2**	0	0	0	**7**
05:15 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	7	7	2	0	2	0	0	0	9
% App. Total	0	100		100	0		0	0		
PHF	.000	.350	.350	.250	.000	.250	.000	.000	.000	.321

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	**5**	**5**	**2**	0	**2**	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	7	7	2	0	2	0	0	0
% App. Total	0	100		100	0		0	0	
PHF	.000	.350	.350	.250	.000	.250	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

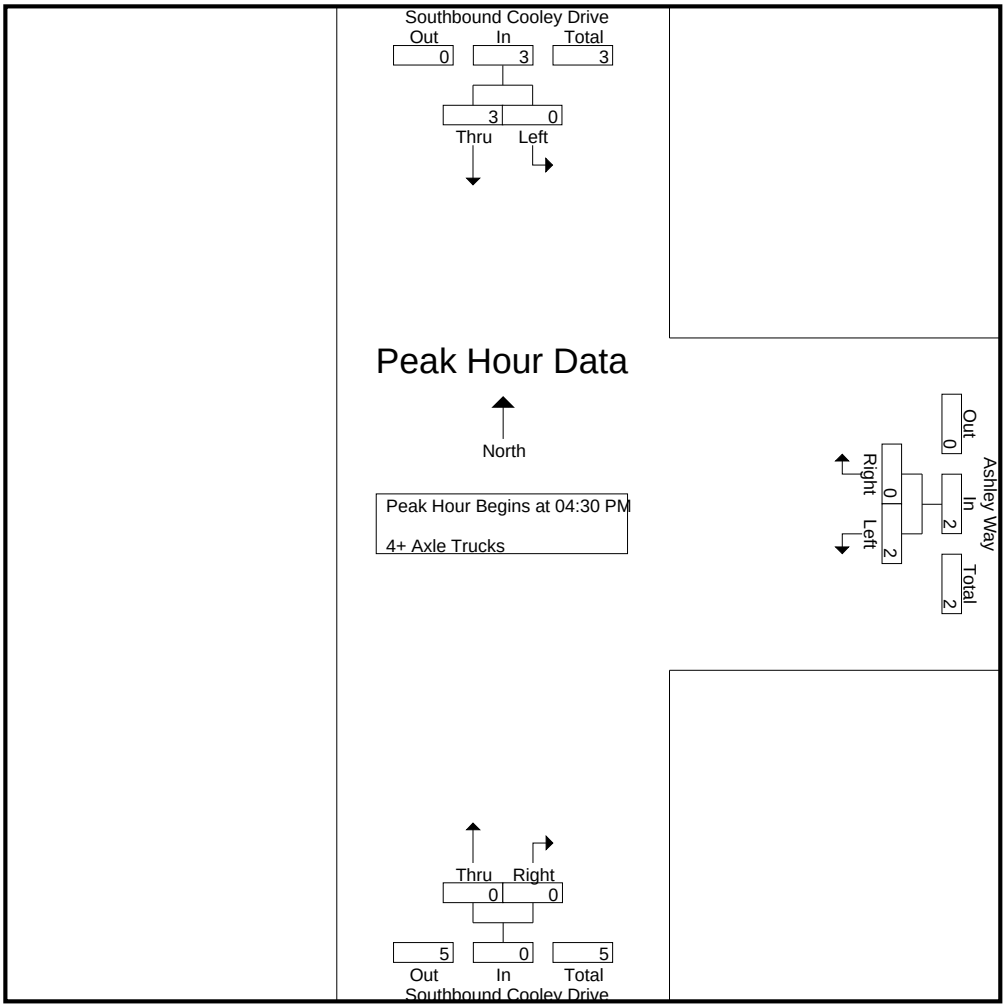
	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	2	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	3	3	1	0	1	0	0	0	4
05:00 PM	0	2	2	1	0	1	0	0	0	3
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	1	1	0	0	0	0	0	0	1
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	5	5	1	0	1	0	0	0	6
Grand Total	0	8	8	2	0	2	0	0	0	10
Apprch %	0	100		100	0		0	0		
Total %	0	80	80	20	0	20	0	0	0	

	Southbound Cooley Drive Southbound			Ashley Way Westbound			Southbound Cooley Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	**1**	0	**1**	0	0	0	1
05:00 PM	0	**2**	**2**	1	0	1	0	0	0	**3**
05:15 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	3	3	2	0	2	0	0	0	5
% App. Total	0	100		100	0		0	0		
PHF	.000	.375	.375	.500	.000	.500	.000	.000	.000	.417

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Southbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 03_COL_SB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	**1**	0	**1**	0	0	0
+30 mins.	0	**2**	**2**	1	0	1	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	3	3	2	0	2	0	0	0
% App. Total	0	100		100	0		0	0	
PHF	.000	.375	.375	.500	.000	.500	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

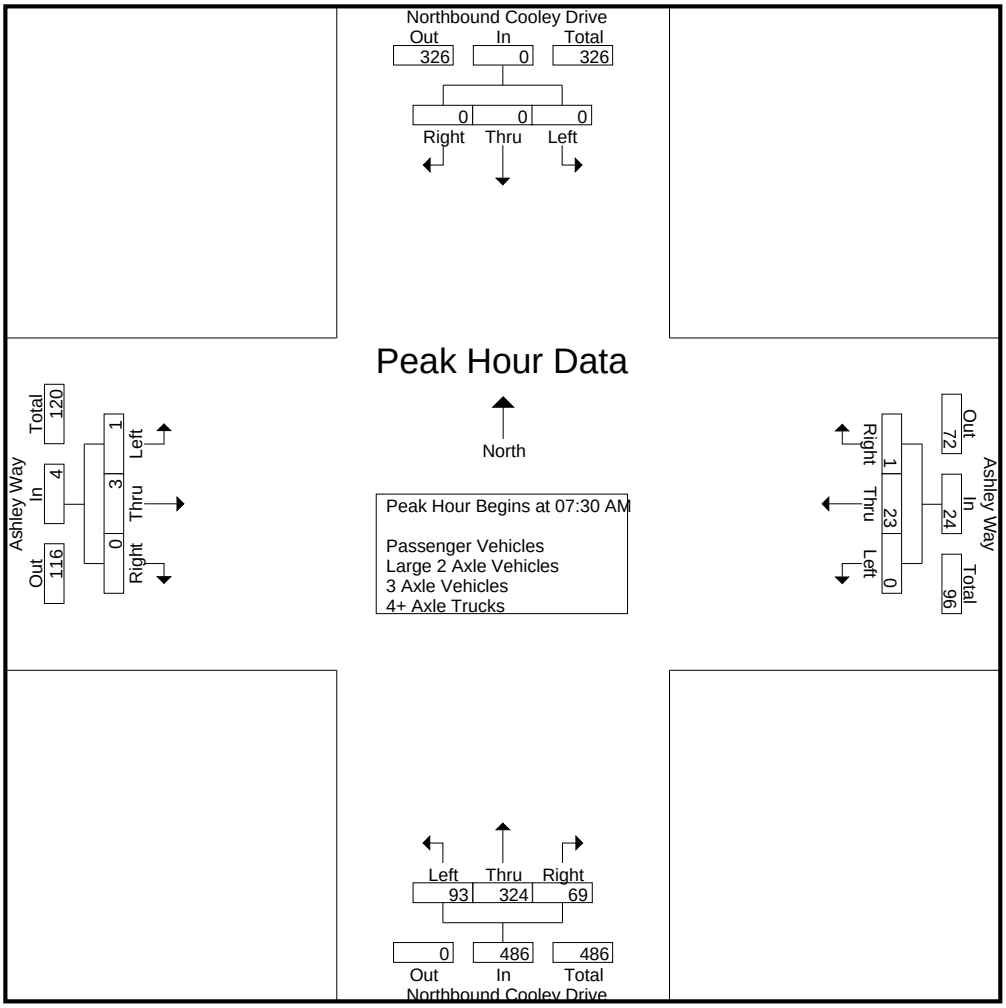
	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	6	9	37	15	61	1	1	0	2	69
07:15 AM	0	0	0	0	0	7	2	9	12	39	11	62	0	0	0	0	71
07:30 AM	0	0	0	0	0	6	0	6	20	73	17	110	0	0	0	0	116
07:45 AM	0	0	0	0	0	4	0	4	19	107	16	142	1	0	0	1	147
Total	0	0	0	0	0	23	2	25	60	256	59	375	2	1	0	3	403
08:00 AM	0	0	0	0	0	7	1	8	26	81	14	121	0	2	0	2	131
08:15 AM	0	0	0	0	0	6	0	6	28	63	22	113	0	1	0	1	120
08:30 AM	0	0	0	0	0	0	0	0	21	36	4	61	0	0	0	0	61
08:45 AM	0	0	0	0	0	4	0	4	18	44	12	74	0	1	0	1	79
Total	0	0	0	0	0	17	1	18	93	224	52	369	0	4	0	4	391
Grand Total	0	0	0	0	0	40	3	43	153	480	111	744	2	5	0	7	794
Apprch %	0	0	0		0	93	7		20.6	64.5	14.9		28.6	71.4	0		
Total %	0	0	0	0	0	5	0.4	5.4	19.3	60.5	14	93.7	0.3	0.6	0	0.9	
Passenger Vehicles	0	0	0	0	0	33	1	34	152	441	106	699	1	3	0	4	737
% Passenger Vehicles	0	0	0	0	0	82.5	33.3	79.1	99.3	91.9	95.5	94	50	60	0	57.1	92.8
Large 2 Axle Vehicles	0	0	0	0	0	5	2	7	0	16	4	20	0	2	0	2	29
% Large 2 Axle Vehicles	0	0	0	0	0	12.5	66.7	16.3	0	3.3	3.6	2.7	0	40	0	28.6	3.7
3 Axle Vehicles	0	0	0	0	0	1	0	1	1	9	0	10	1	0	0	1	12
% 3 Axle Vehicles	0	0	0	0	0	2.5	0	2.3	0.7	1.9	0	1.3	50	0	0	14.3	1.5
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	14	1	15	0	0	0	0	16
% 4+ Axle Trucks	0	0	0	0	0	2.5	0	2.3	0	2.9	0.9	2	0	0	0	0	2

	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	6	0	6	20	73	17	110	0	0	0	0	116
07:45 AM	0	0	0	0	0	4	0	4	19	**107**	16	**142**	**1**	0	0	1	**147**
08:00 AM	0	0	0	0	0	**7**	**1**	**8**	26	81	14	121	0	**2**	0	**2**	131
08:15 AM	0	0	0	0	0	6	0	6	**28**	63	**22**	113	0	1	0	1	120
Total Volume	0	0	0	0	0	23	1	24	93	324	69	486	1	3	0	4	514
% App. Total	0	0	0		0	95.8	4.2		19.1	66.7	14.2		25	75	0		
PHF	.000	.000	.000	.000	.000	.821	.250	.750	.830	.757	.784	.856	.250	.375	.000	.500	.874

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	07:00 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**7**	**2**	**9**	20	73	17	110	0	0	0	0
+15 mins.	0	0	0	0	0	6	0	6	19	**107**	16	**142**	**1**	0	0	1
+30 mins.	0	0	0	0	0	4	0	4	26	81	14	121	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	7	1	8	**28**	63	**22**	113	0	1	0	1
Total Volume	0	0	0	0	0	24	3	27	93	324	69	486	1	3	0	4
% App. Total	0	0	0		0	88.9	11.1		19.1	66.7	14.2		25	75	0	
PHF	.000	.000	.000	.000	.000	.857	.375	.750	.830	.757	.784	.856	.250	.375	.000	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

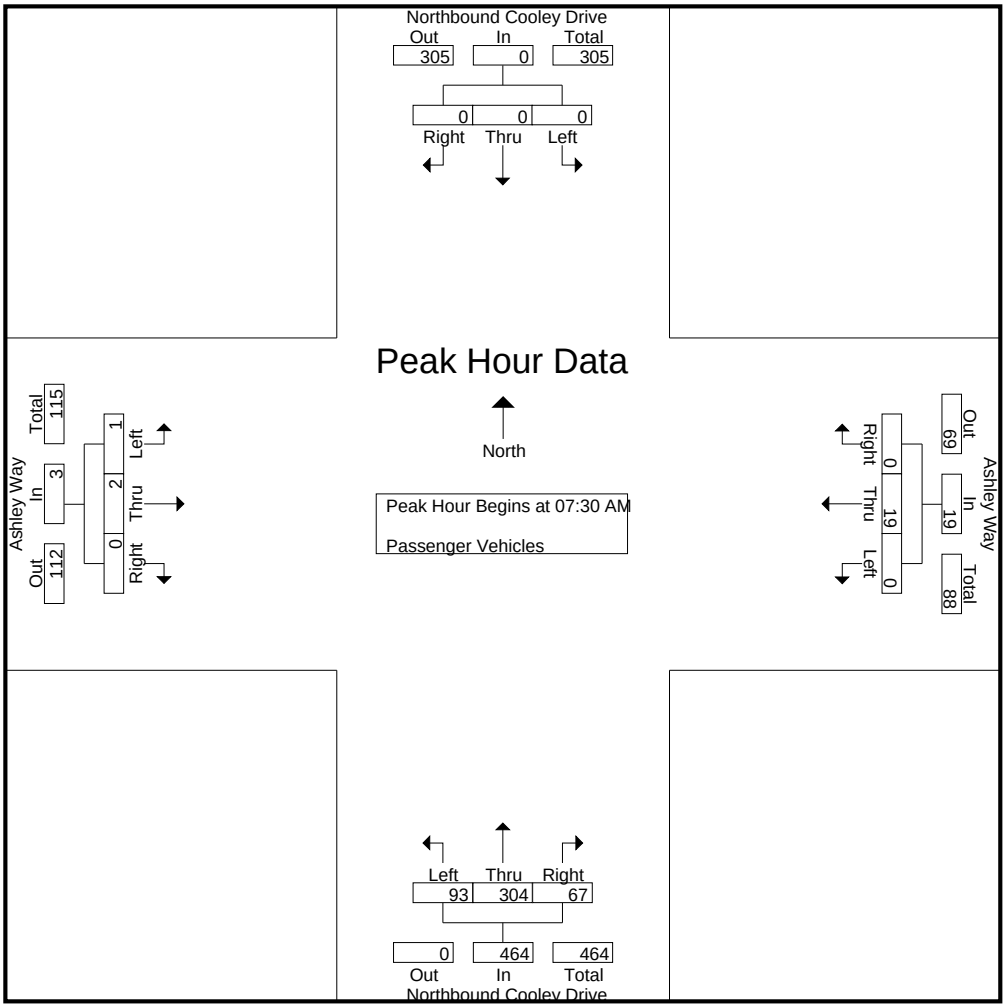
	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	0	5	8	33	15	56	0	0	0	0	61
07:15 AM	0	0	0	0	0	6	1	7	12	37	10	59	0	0	0	0	66
07:30 AM	0	0	0	0	0	5	0	5	20	67	17	104	0	0	0	0	109
07:45 AM	0	0	0	0	0	3	0	3	19	104	16	139	1	0	0	1	143
Total	0	0	0	0	0	19	1	20	59	241	58	358	1	0	0	1	379
08:00 AM	0	0	0	0	0	6	0	6	26	75	12	113	0	1	0	1	120
08:15 AM	0	0	0	0	0	5	0	5	28	58	22	108	0	1	0	1	114
08:30 AM	0	0	0	0	0	0	0	0	21	28	3	52	0	0	0	0	52
08:45 AM	0	0	0	0	0	3	0	3	18	39	11	68	0	1	0	1	72
Total	0	0	0	0	0	14	0	14	93	200	48	341	0	3	0	3	358
Grand Total	0	0	0	0	0	33	1	34	152	441	106	699	1	3	0	4	737
Apprch %	0	0	0		0	97.1	2.9		21.7	63.1	15.2		25	75	0		
Total %	0	0	0	0	0	4.5	0.1	4.6	20.6	59.8	14.4	94.8	0.1	0.4	0	0.5	

	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	5	0	5	20	67	17	104	0	0	0	0	109
07:45 AM	0	0	0	0	0	3	0	3	19	**104**	16	**139**	**1**	0	0	**1**	**143**
08:00 AM	0	0	0	0	0	**6**	0	**6**	26	75	12	113	0	**1**	0	1	120
08:15 AM	0	0	0	0	0	5	0	5	**28**	58	**22**	108	0	1	0	1	114
Total Volume	0	0	0	0	0	19	0	19	93	304	67	464	1	2	0	3	486
% App. Total	0	0	0		0	100	0		20	65.5	14.4		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.792	.000	.792	.830	.731	.761	.835	.250	.500	.000	.750	.850

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	5	0	5	20	67	17	104	0	0	0	0
+15 mins.	0	0	0	0	0	3	0	3	19	**104**	16	**139**	**1**	0	0	**1**
+30 mins.	0	0	0	0	0	**6**	0	**6**	26	75	12	113	0	**1**	0	1
+45 mins.	0	0	0	0	0	5	0	5	**28**	58	**22**	108	0	1	0	1
Total Volume	0	0	0	0	0	19	0	19	93	304	67	464	1	2	0	3
% App. Total	0	0	0		0	100	0		20	65.5	14.4		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.792	.000	.792	.830	.731	.761	.835	.250	.500	.000	.750

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

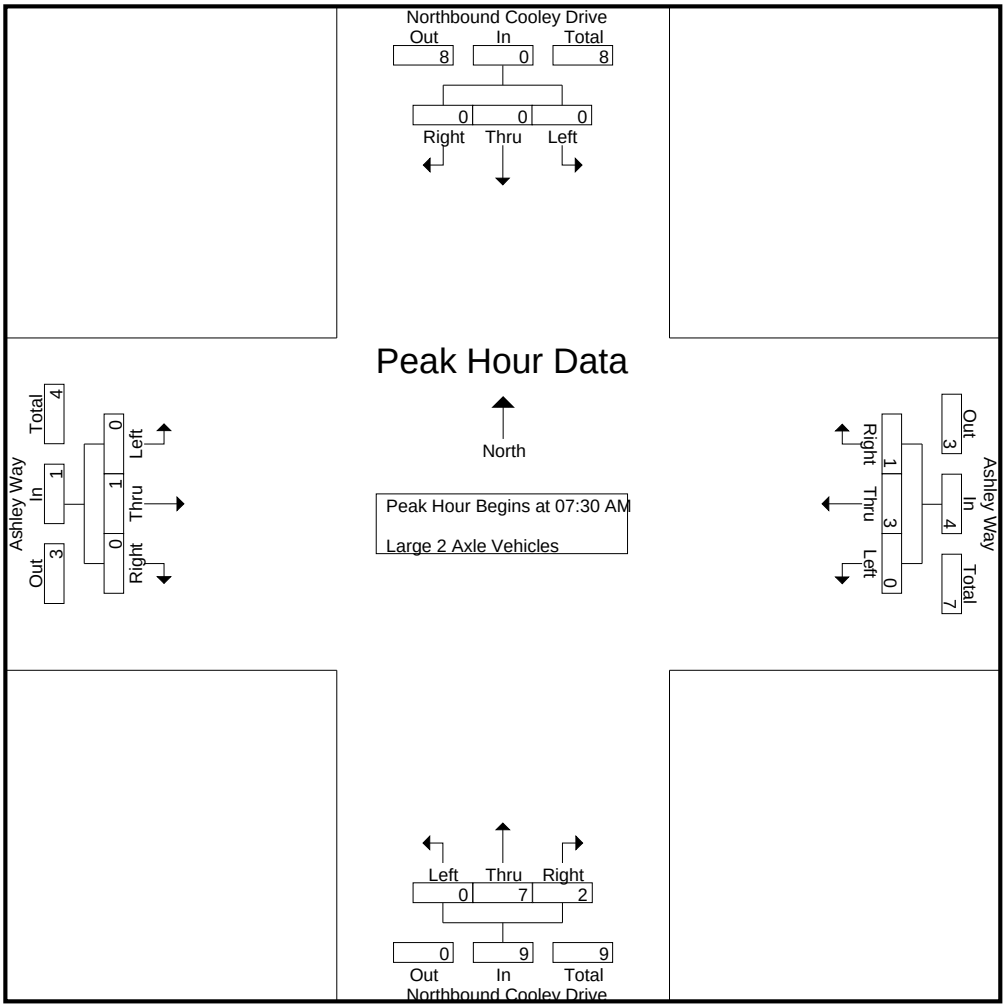
	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	1	0	1	4
07:15 AM	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	1	4	0	5	1	6	0	1	0	1	11
08:00 AM	0	0	0	0	0	1	1	2	0	2	2	4	0	1	0	1	7
08:15 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
Total	0	0	0	0	0	2	1	3	0	11	3	14	0	1	0	1	18
Grand Total	0	0	0	0	0	5	2	7	0	16	4	20	0	2	0	2	29
Apprch %	0	0	0		0	71.4	28.6		0	80	20		0	100	0		
Total %	0	0	0	0	0	17.2	6.9	24.1	0	55.2	13.8	69	0	6.9	0	6.9	

	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	0	1	0	**2**	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	**1**	**2**	0	2	**2**	**4**	0	**1**	0	**1**	**7**
08:15 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
Total Volume	0	0	0	0	0	3	1	4	0	7	2	9	0	1	0	1	14
% App. Total	0	0	0		0	75	25		0	77.8	22.2		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.250	.500	.000	.875	.250	.563	.000	.250	.000	.250	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	**2**	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	**1**	**2**	0	2	**2**	**4**	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0
Total Volume	0	0	0	0	0	3	1	4	0	7	2	9	0	1	0	1
% App. Total	0	0	0		0	75	25		0	77.8	22.2		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.250	.500	.000	.875	.250	.563	.000	.250	.000	.250

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

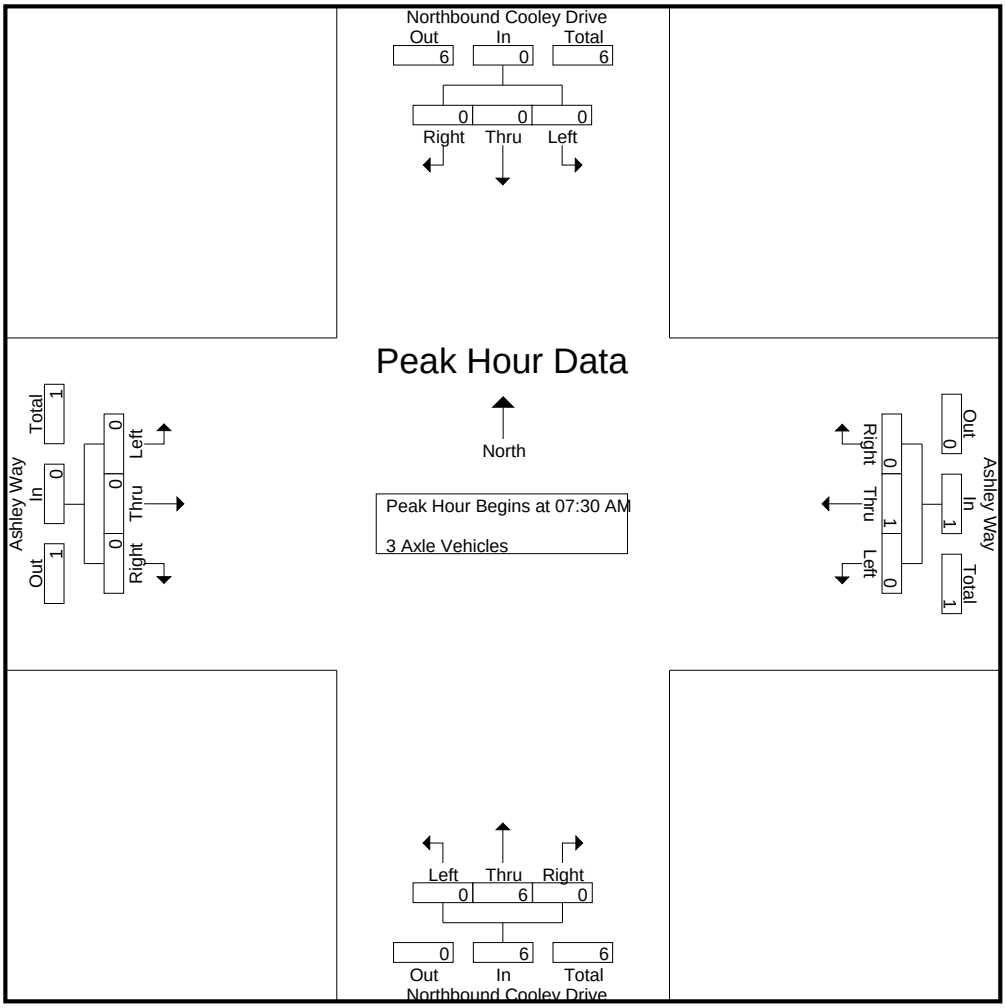
	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:45 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	0	0	0	0	1	0	1	1	5	0	6	1	0	0	1	8
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	0	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	4	0	4	0	0	0	0	4
Grand Total	0	0	0	0	0	1	0	1	1	9	0	10	1	0	0	1	12
Apprch %	0	0	0		0	100	0		10	90	0		100	0	0		
Total %	0	0	0	0	0	8.3	0	8.3	8.3	75	0	83.3	8.3	0	0	8.3	

	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	6	0	6	0	0	0	0	7
% App. Total	0	0	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.583

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	6	0	6	0	0	0	0
% App. Total	0	0	0		0	100	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

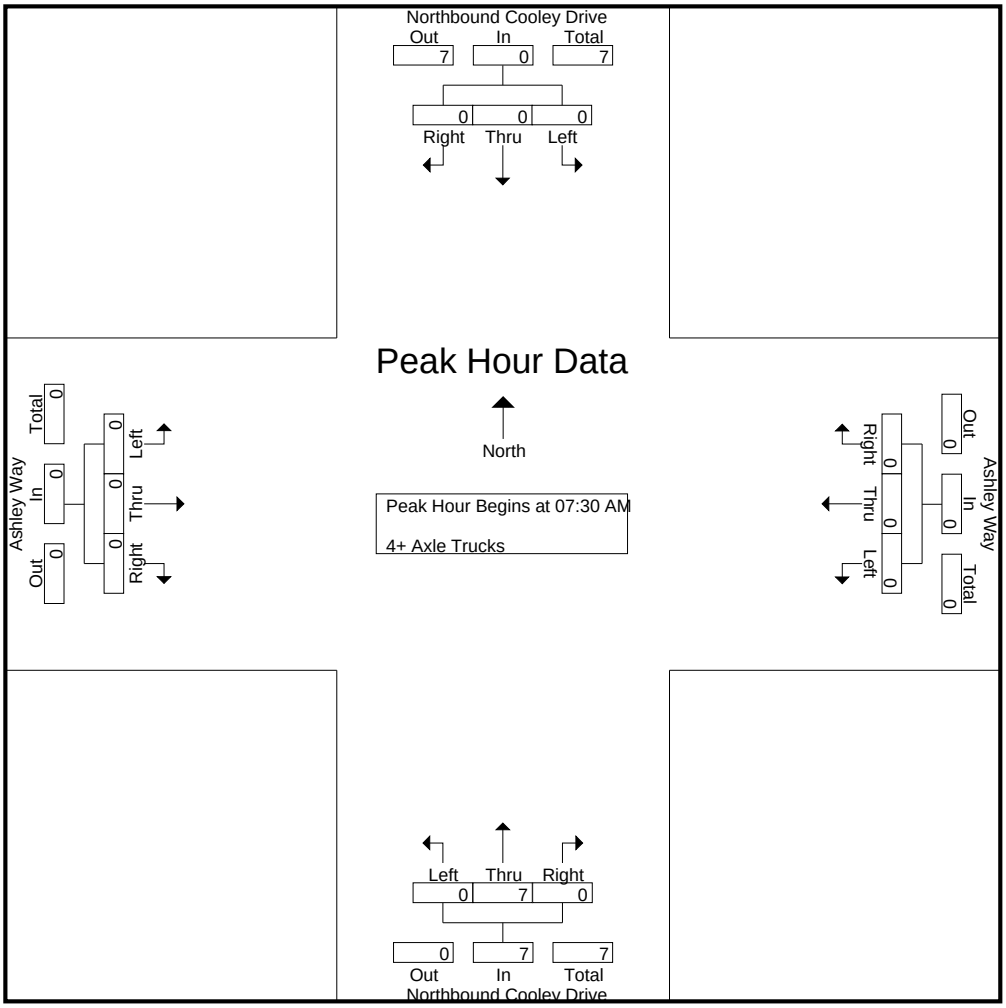
	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	0	3	0	3	0	0	0	0	4
Total	0	0	0	0	0	1	0	1	0	9	1	10	0	0	0	0	11
Grand Total	0	0	0	0	0	1	0	1	0	14	1	15	0	0	0	0	16
Apprch %	0	0	0		0	100	0		0	93.3	6.7		0	0	0		
Total %	0	0	0	0	0	6.2	0	6.2	0	87.5	6.2	93.8	0	0	0	0	

	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
Total Volume	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	7
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000	.583

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.583	.000	.583	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

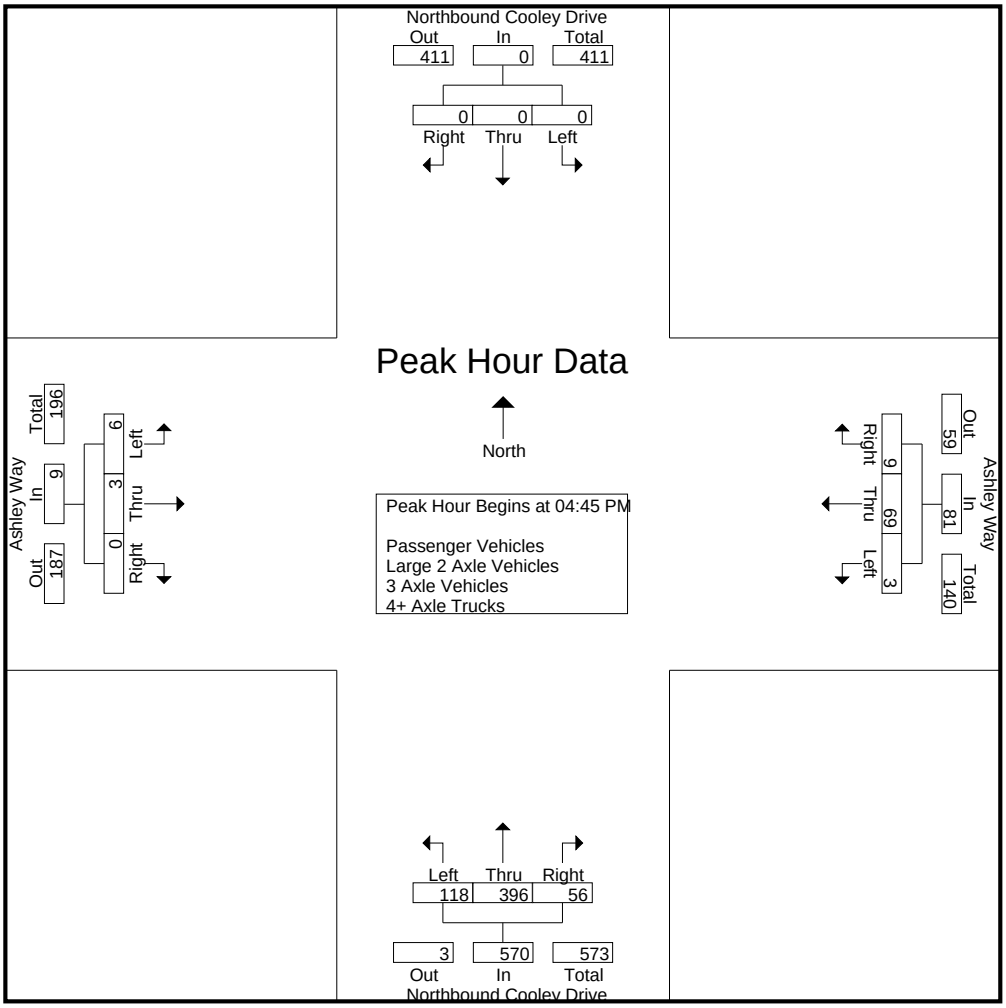
	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	21	0	21	25	69	13	107	1	3	0	4	132
04:15 PM	0	0	0	0	0	13	0	13	17	60	3	80	1	2	0	3	96
04:30 PM	0	0	0	0	1	16	3	20	21	74	16	111	0	3	0	3	134
04:45 PM	0	0	0	0	1	21	5	27	21	79	15	115	1	2	0	3	145
Total	0	0	0	0	2	71	8	81	84	282	47	413	3	10	0	13	507
05:00 PM	0	0	0	0	0	20	3	23	66	121	13	200	3	1	0	4	227
05:15 PM	0	0	0	0	2	11	1	14	17	108	13	138	1	0	0	1	153
05:30 PM	0	0	0	0	0	17	0	17	14	88	15	117	1	0	0	1	135
05:45 PM	0	0	0	0	0	14	4	18	3	82	12	97	2	0	0	2	117
Total	0	0	0	0	2	62	8	72	100	399	53	552	7	1	0	8	632
Grand Total	0	0	0	0	4	133	16	153	184	681	100	965	10	11	0	21	1139
Apprch %	0	0	0		2.6	86.9	10.5		19.1	70.6	10.4		47.6	52.4	0		
Total %	0	0	0	0	0.4	11.7	1.4	13.4	16.2	59.8	8.8	84.7	0.9	1	0	1.8	
Passenger Vehicles	0	0	0	0	4	124	15	143	184	620	92	896	10	8	0	18	1057
% Passenger Vehicles	0	0	0	0	100	93.2	93.8	93.5	100	91	92	92.8	100	72.7	0	85.7	92.8
Large 2 Axle Vehicles	0	0	0	0	0	4	0	4	0	35	6	41	0	3	0	3	48
% Large 2 Axle Vehicles	0	0	0	0	0	3	0	2.6	0	5.1	6	4.2	0	27.3	0	14.3	4.2
3 Axle Vehicles	0	0	0	0	0	3	1	4	0	8	2	10	0	0	0	0	14
% 3 Axle Vehicles	0	0	0	0	0	2.3	6.2	2.6	0	1.2	2	1	0	0	0	0	1.2
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	18	0	18	0	0	0	0	20
% 4+ Axle Trucks	0	0	0	0	0	1.5	0	1.3	0	2.6	0	1.9	0	0	0	0	1.8

	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	1	**21**	**5**	**27**	21	79	**15**	115	1	**2**	0	3	145
05:00 PM	0	0	0	0	0	20	3	23	**66**	**121**	13	**200**	**3**	1	0	**4**	**227**
05:15 PM	0	0	0	0	**2**	11	1	14	17	108	13	138	1	0	0	1	153
05:30 PM	0	0	0	0	0	17	0	17	14	88	15	117	1	0	0	1	135
Total Volume	0	0	0	0	3	69	9	81	118	396	56	570	6	3	0	9	660
% App. Total	0	0	0		3.7	85.2	11.1		20.7	69.5	9.8		66.7	33.3	0		
PHF	.000	.000	.000	.000	.375	.821	.450	.750	.447	.818	.933	.713	.500	.375	.000	.563	.727

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:00 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	0	0	0	0	1	16	3	20	21	79	**15**	115	**1**	**3**	0	**4**
+15 mins.	0	0	0	0	1	**21**	**5**	**27**	**66**	**121**	13	**200**	1	2	0	3
+30 mins.	0	0	0	0	0	20	3	23	17	108	13	138	0	3	0	3
+45 mins.	0	0	0	0	**2**	11	1	14	14	88	15	117	1	2	0	3
Total Volume	0	0	0	0	4	68	12	84	118	396	56	570	3	10	0	13
% App. Total	0	0	0		4.8	81	14.3		20.7	69.5	9.8		23.1	76.9	0	
PHF	.000	.000	.000	.000	.500	.810	.600	.778	.447	.818	.933	.713	.750	.833	.000	.813

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

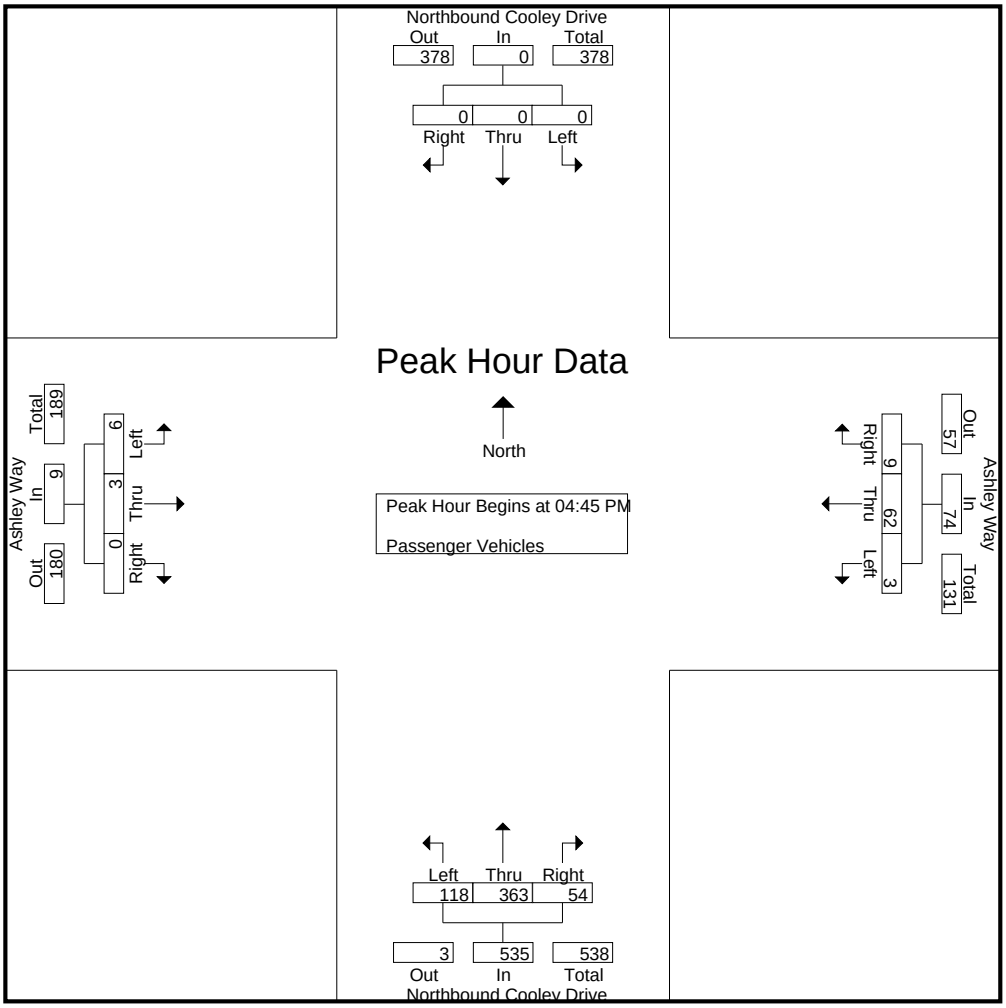
	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	20	0	20	25	59	11	95	1	1	0	2	117
04:15 PM	0	0	0	0	0	12	0	12	17	54	3	74	1	2	0	3	89
04:30 PM	0	0	0	0	1	16	3	20	21	67	13	101	0	2	0	2	123
04:45 PM	0	0	0	0	1	18	5	24	21	67	15	103	1	2	0	3	130
Total	0	0	0	0	2	66	8	76	84	247	42	373	3	7	0	10	459
05:00 PM	0	0	0	0	0	17	3	20	66	115	11	192	3	1	0	4	216
05:15 PM	0	0	0	0	2	11	1	14	17	102	13	132	1	0	0	1	147
05:30 PM	0	0	0	0	0	16	0	16	14	79	15	108	1	0	0	1	125
05:45 PM	0	0	0	0	0	14	3	17	3	77	11	91	2	0	0	2	110
Total	0	0	0	0	2	58	7	67	100	373	50	523	7	1	0	8	598
Grand Total	0	0	0	0	4	124	15	143	184	620	92	896	10	8	0	18	1057
Apprch %	0	0	0		2.8	86.7	10.5		20.5	69.2	10.3		55.6	44.4	0		
Total %	0	0	0	0	0.4	11.7	1.4	13.5	17.4	58.7	8.7	84.8	0.9	0.8	0	1.7	

	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	1	**18**	**5**	**24**	21	67	**15**	103	1	**2**	0	3	130
05:00 PM	0	0	0	0	0	17	3	20	**66**	**115**	11	**192**	**3**	1	0	**4**	**216**
05:15 PM	0	0	0	0	**2**	11	1	14	17	102	13	132	1	0	0	1	147
05:30 PM	0	0	0	0	0	16	0	16	14	79	15	108	1	0	0	1	125
Total Volume	0	0	0	0	3	62	9	74	118	363	54	535	6	3	0	9	618
% App. Total	0	0	0		4.1	83.8	12.2		22.1	67.9	10.1		66.7	33.3	0		
PHF	.000	.000	.000	.000	.375	.861	.450	.771	.447	.789	.900	.697	.500	.375	.000	.563	.715

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	1	**18**	**5**	**24**	21	67	**15**	103	1	**2**	0	3
+15 mins.	0	0	0	0	0	17	3	20	**66**	**115**	11	**192**	**3**	1	0	**4**
+30 mins.	0	0	0	0	**2**	11	1	14	17	102	13	132	1	0	0	1
+45 mins.	0	0	0	0	0	16	0	16	14	79	15	108	1	0	0	1
Total Volume	0	0	0	0	3	62	9	74	118	363	54	535	6	3	0	9
% App. Total	0	0	0		4.1	83.8	12.2		22.1	67.9	10.1		66.7	33.3	0	
PHF	.000	.000	.000	.000	.375	.861	.450	.771	.447	.789	.900	.697	.500	.375	.000	.563

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

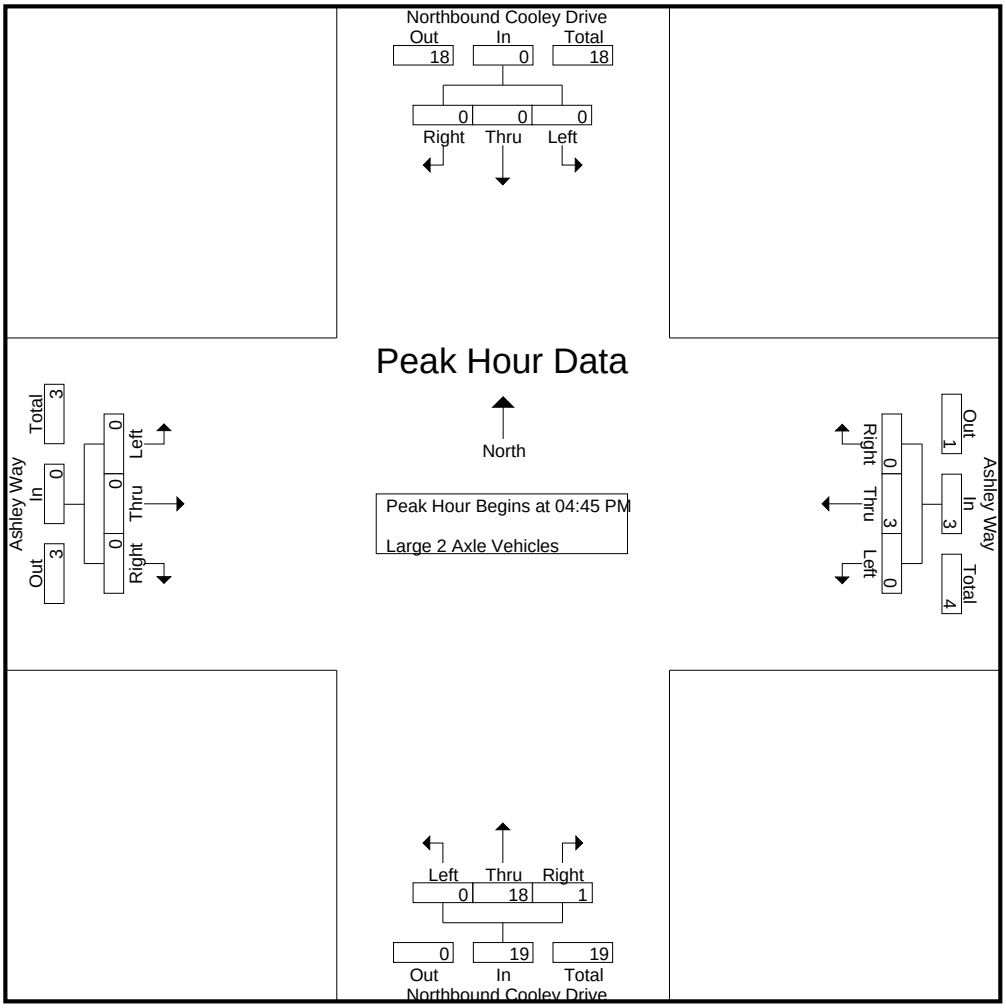
	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	9	2	11	0	2	0	2	14
04:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	3	2	5	0	1	0	1	6
04:45 PM	0	0	0	0	0	2	0	2	0	6	0	6	0	0	0	0	8
Total	0	0	0	0	0	3	0	3	0	21	4	25	0	3	0	3	31
05:00 PM	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	0	1	0	5	0	5	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
Total	0	0	0	0	0	1	0	1	0	14	2	16	0	0	0	0	17
Grand Total	0	0	0	0	0	4	0	4	0	35	6	41	0	3	0	3	48
Apprch %	0	0	0		0	100	0		0	85.4	14.6		0	100	0		
Total %	0	0	0	0	0	8.3	0	8.3	0	72.9	12.5	85.4	0	6.2	0	6.2	

	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**2**	0	**2**	0	**6**	0	**6**	0	0	0	0	**8**
05:00 PM	0	0	0	0	0	0	0	0	0	4	**1**	5	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	0	1	0	5	0	5	0	0	0	0	6
Total Volume	0	0	0	0	0	3	0	3	0	18	1	19	0	0	0	0	22
% App. Total	0	0	0		0	100	0		0	94.7	5.3		0	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.750	.250	.792	.000	.000	.000	.000	.688

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	**6**	0	**6**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	4	**1**	5	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	5	0	5	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	18	1	19	0	0	0	0
% App. Total	0	0	0		0	100	0		0	94.7	5.3		0	0	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.750	.250	.792	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

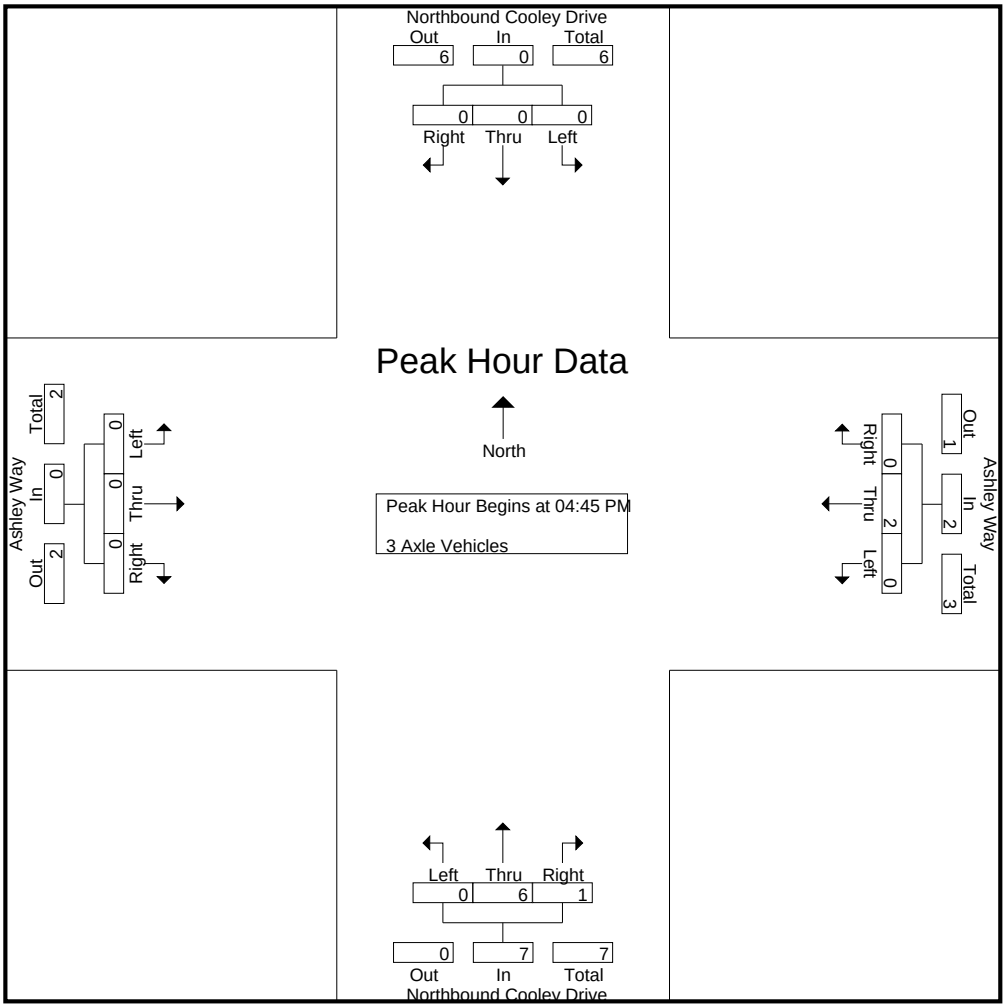
	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	1	0	1	0	3	1	4	0	0	0	0	5
05:00 PM	0	0	0	0	0	2	0	2	0	1	1	2	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
Total	0	0	0	0	0	2	1	3	0	5	1	6	0	0	0	0	9
Grand Total	0	0	0	0	0	3	1	4	0	8	2	10	0	0	0	0	14
Apprch %	0	0	0		0	75	25		0	80	20		0	0	0		
Total %	0	0	0	0	0	21.4	7.1	28.6	0	57.1	14.3	71.4	0	0	0	0	

	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
05:00 PM	0	0	0	0	0	**2**	0	**2**	0	1	**1**	2	0	0	0	0	**4**
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	6	1	7	0	0	0	0	9
% App. Total	0	0	0		0	100	0		0	85.7	14.3		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.750	.250	.875	.000	.000	.000	.000	.563

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	1	**1**	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	6	1	7	0	0	0	0
% App. Total	0	0	0		0	100	0		0	85.7	14.3		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.750	.250	.875	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

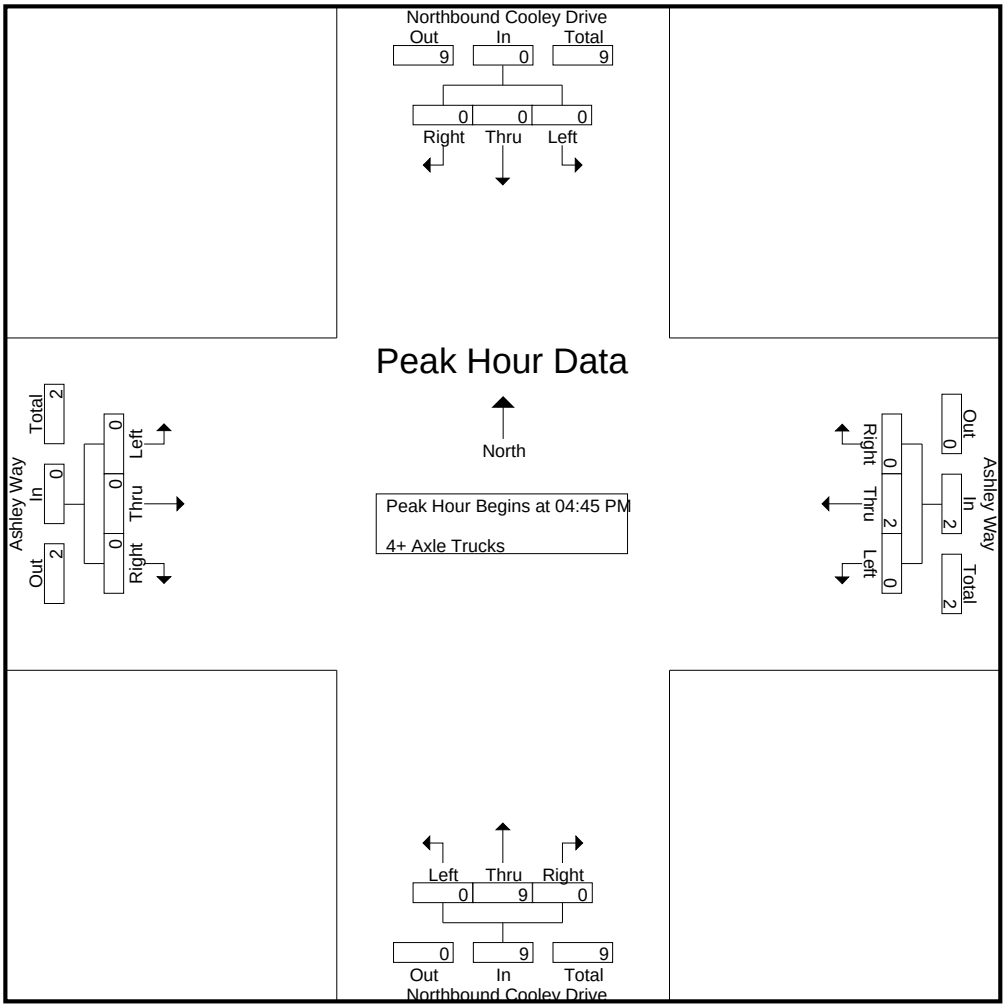
	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	1	0	4	0	4	0	0	0	0	5
Total	0	0	0	0	0	1	0	1	0	11	0	11	0	0	0	0	12
05:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	1	0	1	0	7	0	7	0	0	0	0	8
Grand Total	0	0	0	0	0	2	0	2	0	18	0	18	0	0	0	0	20
Apprch %	0	0	0		0	100	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	10	0	10	0	90	0	90	0	0	0	0	

	Northbound Cooley Drive Southbound				Ashley Way Westbound				Northbound Cooley Drive Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	**4**	0	**4**	0	0	0	0	**5**
05:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	0	0	0	0	2	0	2	0	9	0	9	0	0	0	0	11
% App. Total	0	0	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.563	.000	.563	.000	.000	.000	.000	.550

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Northbound Cooley Drive
E/W: Ashley Way
Weather: Clear

File Name : 04_COL_NB E Cooley_Ashley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	**4**	0	**4**	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	9	0	9	0	0	0	0
% App. Total	0	0	0		0	100	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.563	.000	.563	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

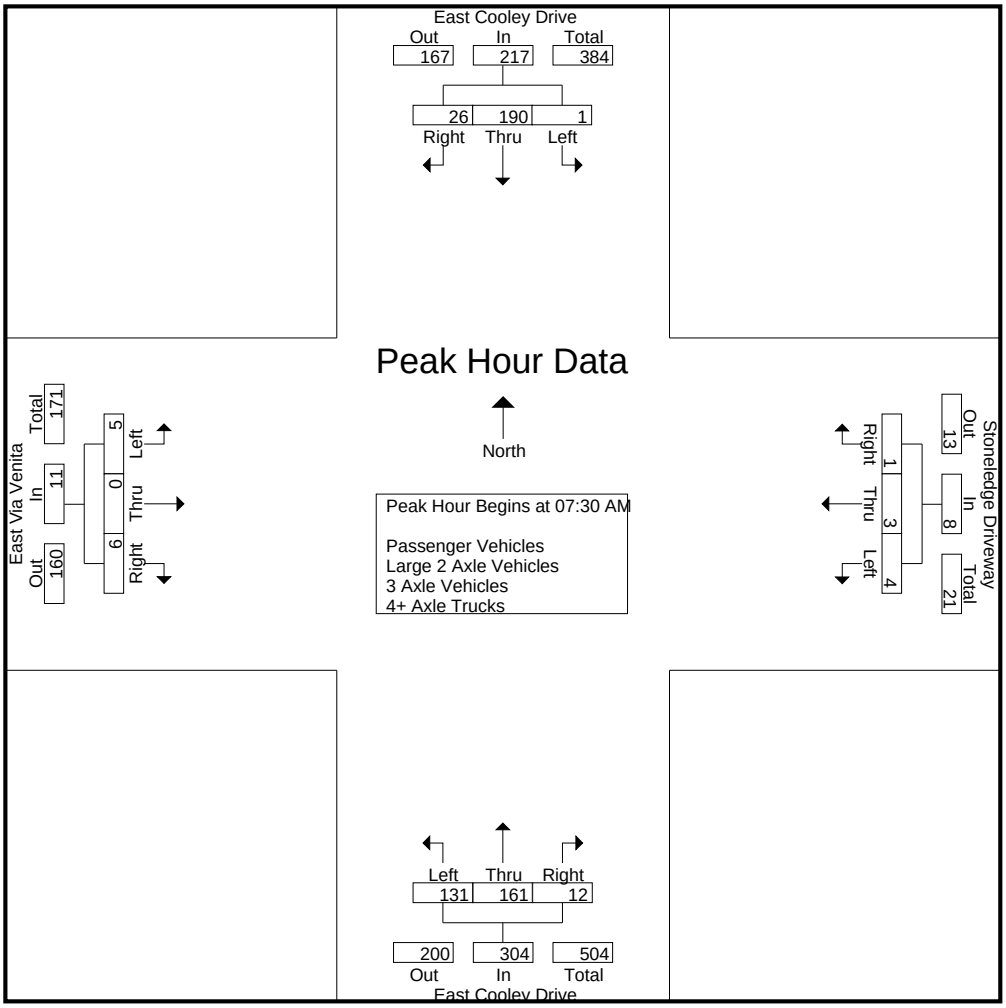
	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	30	5	35	1	0	0	1	9	26	2	37	1	0	0	1	74
07:15 AM	0	40	7	47	0	0	0	0	10	26	1	37	0	0	2	2	86
07:30 AM	0	40	7	47	1	0	0	1	13	36	4	53	2	0	1	3	104
07:45 AM	0	65	3	68	1	1	1	3	40	63	2	105	3	0	2	5	181
Total	0	175	22	197	3	1	1	5	72	151	9	232	6	0	5	11	445
08:00 AM	1	47	5	53	1	0	0	1	39	32	5	76	0	0	2	2	132
08:15 AM	0	38	11	49	1	2	0	3	39	30	1	70	0	0	1	1	123
08:30 AM	1	38	10	49	1	0	0	1	12	19	2	33	1	1	1	3	86
08:45 AM	0	29	6	35	0	0	0	0	15	21	8	44	4	0	1	5	84
Total	2	152	32	186	3	2	0	5	105	102	16	223	5	1	5	11	425
Grand Total	2	327	54	383	6	3	1	10	177	253	25	455	11	1	10	22	870
Apprch %	0.5	85.4	14.1		60	30	10		38.9	55.6	5.5		50	4.5	45.5		
Total %	0.2	37.6	6.2	44	0.7	0.3	0.1	1.1	20.3	29.1	2.9	52.3	1.3	0.1	1.1	2.5	
Passenger Vehicles	2	297	51	350	6	3	1	10	175	224	25	424	11	1	8	20	804
% Passenger Vehicles	100	90.8	94.4	91.4	100	100	100	100	98.9	88.5	100	93.2	100	100	80	90.9	92.4
Large 2 Axle Vehicles	0	10	1	11	0	0	0	0	1	13	0	14	0	0	0	0	25
% Large 2 Axle Vehicles	0	3.1	1.9	2.9	0	0	0	0	0.6	5.1	0	3.1	0	0	0	0	2.9
3 Axle Vehicles	0	1	1	2	0	0	0	0	0	8	0	8	0	0	0	0	10
% 3 Axle Vehicles	0	0.3	1.9	0.5	0	0	0	0	0	3.2	0	1.8	0	0	0	0	1.1
4+ Axle Trucks	0	19	1	20	0	0	0	0	1	8	0	9	0	0	2	2	31
% 4+ Axle Trucks	0	5.8	1.9	5.2	0	0	0	0	0.6	3.2	0	2	0	0	20	9.1	3.6

	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	40	7	47	**1**	0	0	1	13	36	4	53	2	0	1	3	104
07:45 AM	0	**65**	3	**68**	1	1	**1**	**3**	**40**	**63**	2	**105**	**3**	0	**2**	**5**	**181**
08:00 AM	**1**	47	5	53	1	0	0	1	39	32	**5**	76	0	0	2	2	132
08:15 AM	0	38	**11**	49	1	**2**	0	3	39	30	1	70	0	0	1	1	123
Total Volume	1	190	26	217	4	3	1	8	131	161	12	304	5	0	6	11	540
% App. Total	0.5	87.6	12		50	37.5	12.5		43.1	53	3.9		45.5	0	54.5		
PHF	.250	.731	.591	.798	1.00	.375	.250	.667	.819	.639	.600	.724	.417	.000	.750	.550	.746

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	07:45 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	0	**65**	3	**68**	**1**	0	0	1	13	36	4	53	0	0	**2**	2
+15 mins.	**1**	47	5	53	1	1	**1**	**3**	**40**	**63**	2	**105**	2	0	1	3
+30 mins.	0	38	**11**	49	1	0	0	1	39	32	**5**	76	**3**	0	2	**5**
+45 mins.	1	38	10	49	1	**2**	0	3	39	30	1	70	0	0	2	2
Total Volume	2	188	29	219	4	3	1	8	131	161	12	304	5	0	7	12
% App. Total	0.9	85.8	13.2		50	37.5	12.5		43.1	53	3.9		41.7	0	58.3	
PHF	.500	.723	.659	.805	1.000	.375	.250	.667	.819	.639	.600	.724	.417	.000	.875	.600

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

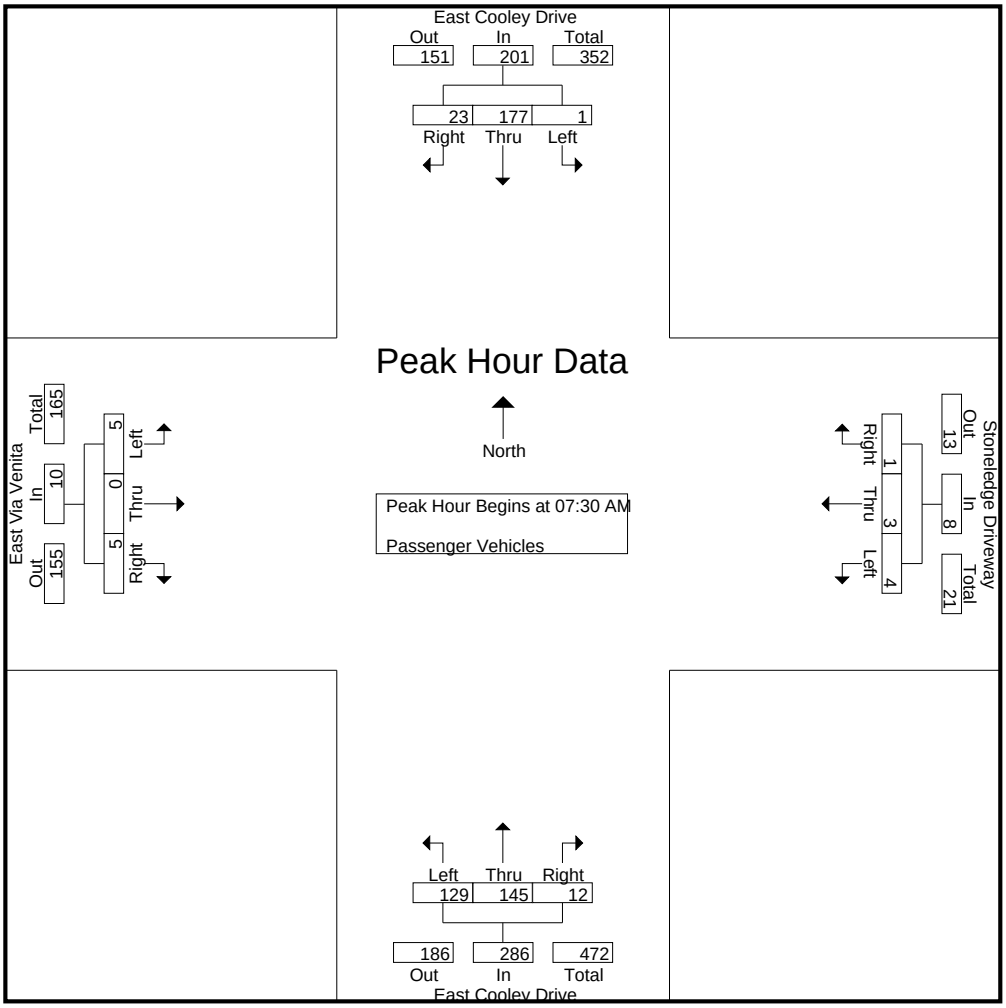
	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	24	5	29	1	0	0	1	9	22	2	33	1	0	0	1	64
07:15 AM	0	39	7	46	0	0	0	0	10	26	1	37	0	0	1	1	84
07:30 AM	0	39	5	44	1	0	0	1	13	32	4	49	2	0	0	2	96
07:45 AM	0	62	3	65	1	1	1	3	39	59	2	100	3	0	2	5	173
Total	0	164	20	184	3	1	1	5	71	139	9	219	6	0	3	9	417
08:00 AM	1	42	4	47	1	0	0	1	39	31	5	75	0	0	2	2	125
08:15 AM	0	34	11	45	1	2	0	3	38	23	1	62	0	0	1	1	111
08:30 AM	1	32	10	43	1	0	0	1	12	12	2	26	1	1	1	3	73
08:45 AM	0	25	6	31	0	0	0	0	15	19	8	42	4	0	1	5	78
Total	2	133	31	166	3	2	0	5	104	85	16	205	5	1	5	11	387
Grand Total	2	297	51	350	6	3	1	10	175	224	25	424	11	1	8	20	804
Apprch %	0.6	84.9	14.6		60	30	10		41.3	52.8	5.9		55	5	40		
Total %	0.2	36.9	6.3	43.5	0.7	0.4	0.1	1.2	21.8	27.9	3.1	52.7	1.4	0.1	1	2.5	

	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	39	5	44	**1**	0	0	1	13	32	4	49	2	0	0	2	96
07:45 AM	0	**62**	3	**65**	1	1	**1**	**3**	**39**	**59**	2	**100**	**3**	0	**2**	**5**	**173**
08:00 AM	**1**	42	4	47	1	0	0	1	39	31	**5**	75	0	0	2	2	125
08:15 AM	0	34	**11**	45	1	**2**	0	3	38	23	1	62	0	0	1	1	111
Total Volume	1	177	23	201	4	3	1	8	129	145	12	286	5	0	5	10	505
% App. Total	0.5	88.1	11.4		50	37.5	12.5		45.1	50.7	4.2		50	0	50		
PHF	.250	.714	.523	.773	1.00	.375	.250	.667	.827	.614	.600	.715	.417	.000	.625	.500	.730

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	39	5	44	**1**	0	0	1	13	32	4	49	2	0	0	2
+15 mins.	0	**62**	3	**65**	1	1	**1**	**3**	**39**	**59**	2	**100**	**3**	0	**2**	**5**
+30 mins.	**1**	42	4	47	1	0	0	1	39	31	**5**	75	0	0	2	2
+45 mins.	0	34	**11**	45	1	**2**	0	3	38	23	1	62	0	0	1	1
Total Volume	1	177	23	201	4	3	1	8	129	145	12	286	5	0	5	10
% App. Total	0.5	88.1	11.4		50	37.5	12.5		45.1	50.7	4.2		50	0	50	
PHF	.250	.714	.523	.773	1.000	.375	.250	.667	.827	.614	.600	.715	.417	.000	.625	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

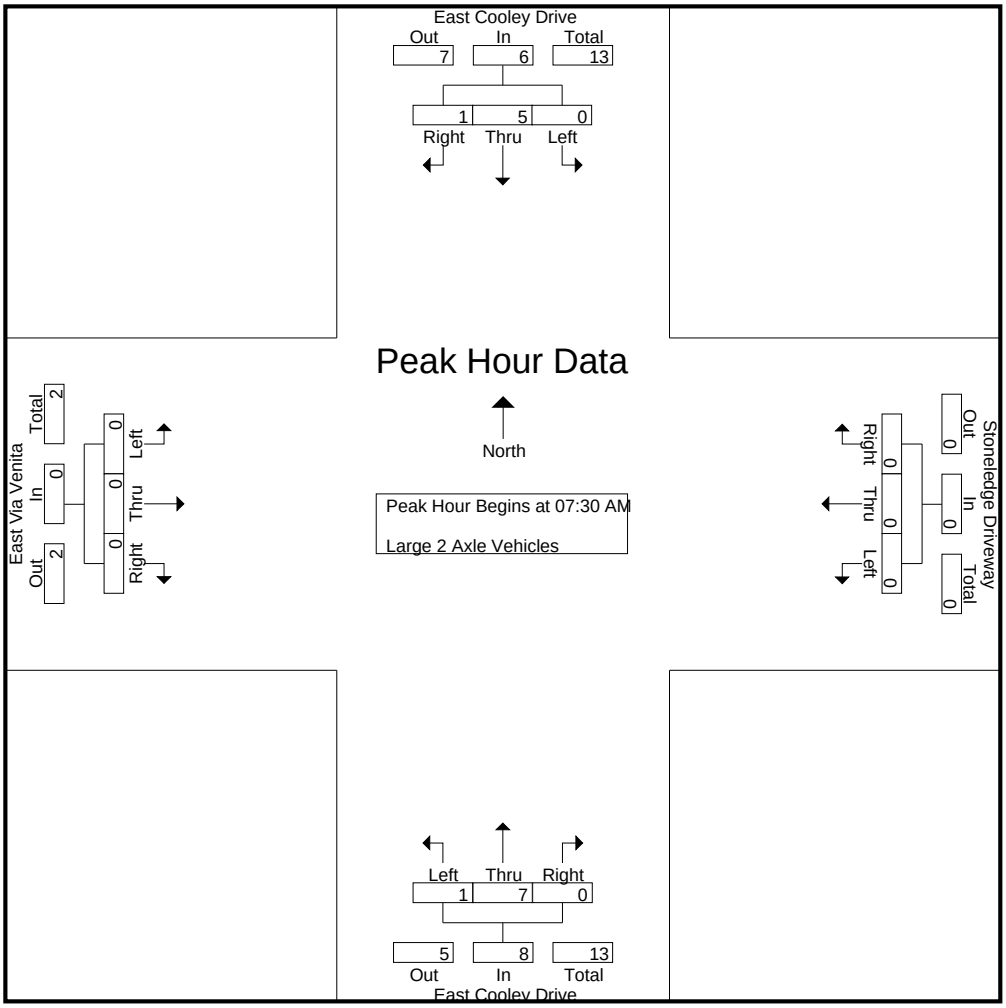
	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	2	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
Total	0	2	1	3	0	0	0	0	1	5	0	6	0	0	0	0	9
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
08:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	8	0	8	0	0	0	0	0	8	0	8	0	0	0	0	16
Grand Total	0	10	1	11	0	0	0	0	1	13	0	14	0	0	0	0	25
Apprch %	0	90.9	9.1		0	0	0		7.1	92.9	0		0	0	0		
Total %	0	40	4	44	0	0	0	0	4	52	0	56	0	0	0	0	

	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	**2**	0	**2**	0	0	0	0	**1**	2	0	3	0	0	0	0	**5**
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	**4**	0	**4**	0	0	0	0	5
Total Volume	0	5	1	6	0	0	0	0	1	7	0	8	0	0	0	0	14
% App. Total	0	83.3	16.7		0	0	0		12.5	87.5	0		0	0	0		
PHF	.000	.625	.250	.750	.000	.000	.000	.000	.250	.438	.000	.500	.000	.000	.000	.000	.700

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	**1**	2	0	3	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	**4**	0	**4**	0	0	0	0
Total Volume	0	5	1	6	0	0	0	0	1	7	0	8	0	0	0	0
% App. Total	0	83.3	16.7		0	0	0		12.5	87.5	0		0	0	0	
PHF	.000	.625	.250	.750	.000	.000	.000	.000	.250	.438	.000	.500	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

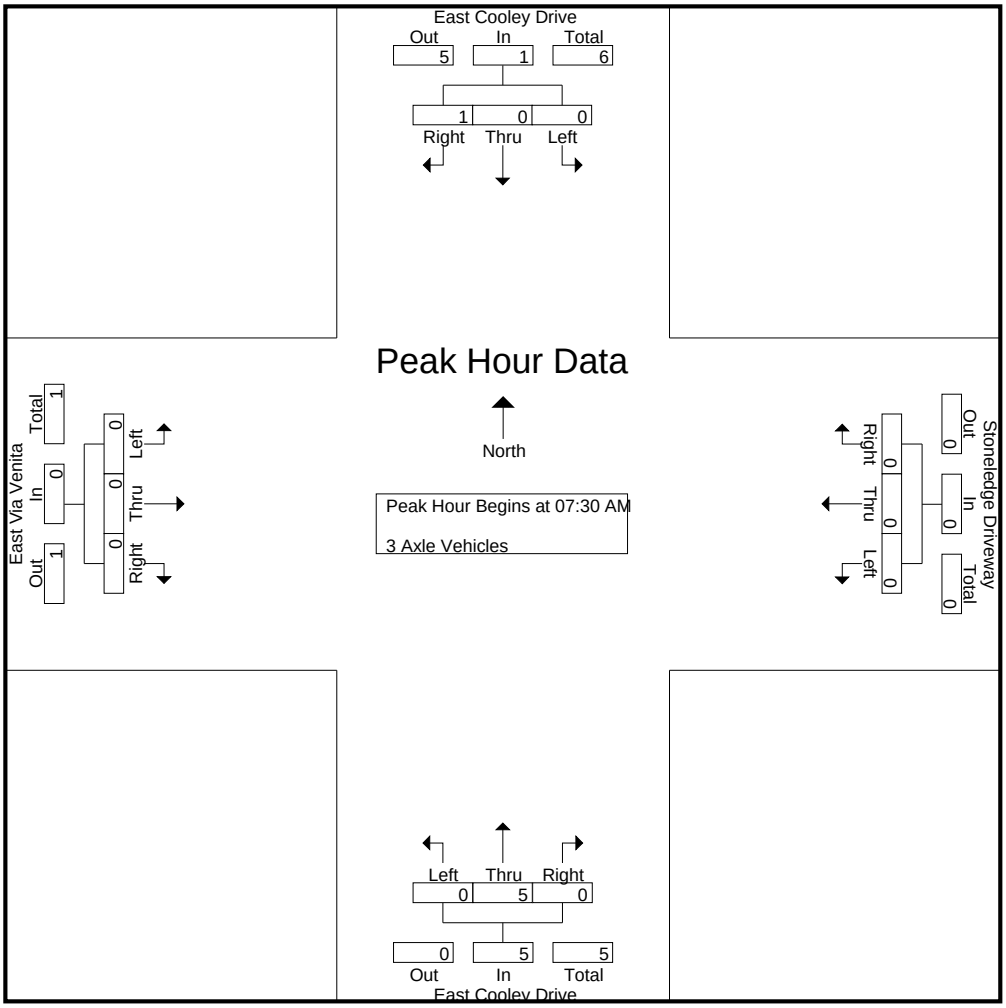
	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:45 AM	0	0	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	5	0	5	0	0	0	0	5
Grand Total	0	1	1	2	0	0	0	0	0	8	0	8	0	0	0	0	10
Apprch %	0	50	50		0	0	0		0	100	0		0	0	0		
Total %	0	10	10	20	0	0	0	0	0	80	0	80	0	0	0	0	

	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	**1**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	5	0	5	0	0	0	0	6
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	5	0	5	0	0	0	0
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

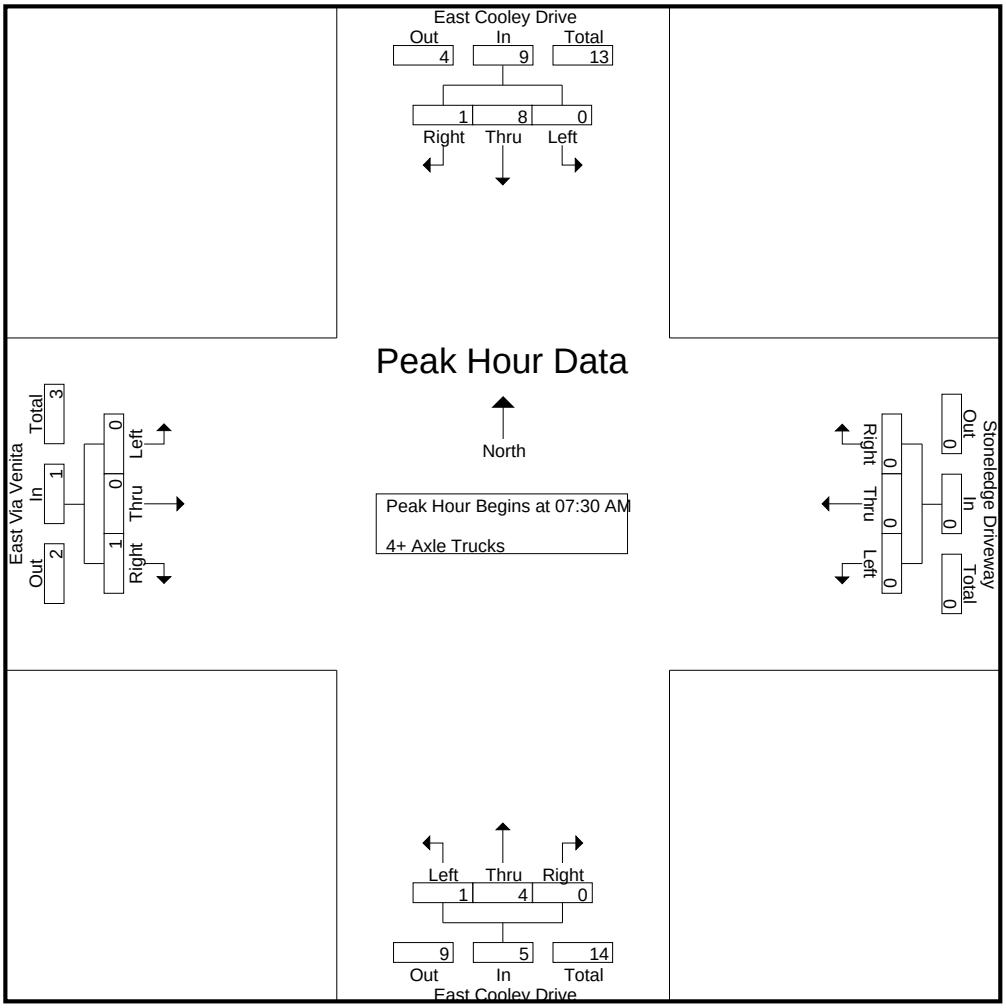
	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	8	0	8	0	0	0	0	0	4	0	4	0	0	2	2	14
08:00 AM	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	3	0	3	0	0	0	0	1	2	0	3	0	0	0	0	6
08:30 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	11	1	12	0	0	0	0	1	4	0	5	0	0	0	0	17
Grand Total	0	19	1	20	0	0	0	0	1	8	0	9	0	0	2	2	31
Apprch %	0	95	5		0	0	0		11.1	88.9	0		0	0	100		
Total %	0	61.3	3.2	64.5	0	0	0	0	3.2	25.8	0	29	0	0	6.5	6.5	

	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**	3
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	3	0	3	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**6**
Total Volume	0	8	1	9	0	0	0	0	1	4	0	5	0	0	1	1	15
% App. Total	0	88.9	11.1		0	0	0		20	80	0		0	0	100		
PHF	.000	.667	.250	.563	.000	.000	.000	.000	.250	.500	.000	.417	.000	.000	.250	.250	.625

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**1**	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	**3**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0
Total Volume	0	8	1	9	0	0	0	0	1	4	0	5	0	0	1	1
% App. Total	0	88.9	11.1		0	0	0		20	80	0		0	0	100	
PHF	.000	.667	.250	.563	.000	.000	.000	.000	.250	.500	.000	.417	.000	.000	.250	.250

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

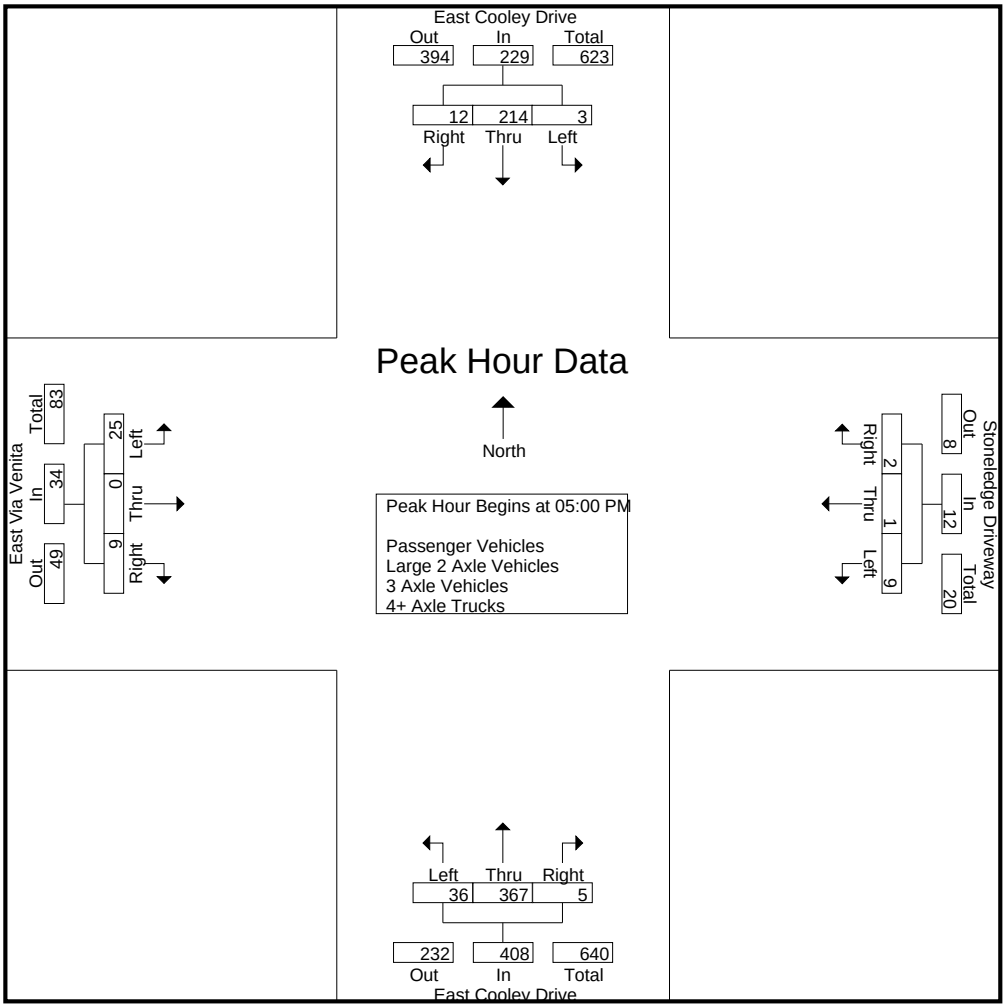
	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	36	4	40	3	0	0	3	7	50	3	60	3	0	0	3	106
04:15 PM	1	42	7	50	2	0	0	2	4	55	0	59	2	0	3	5	116
04:30 PM	2	48	3	53	3	0	3	6	7	56	0	63	12	0	2	14	136
04:45 PM	0	40	6	46	3	0	0	3	2	78	0	80	7	0	4	11	140
Total	3	166	20	189	11	0	3	14	20	239	3	262	24	0	9	33	498
05:00 PM	1	53	5	59	2	0	1	3	18	106	0	124	15	0	4	19	205
05:15 PM	1	46	6	53	2	1	1	4	4	99	0	103	6	0	1	7	167
05:30 PM	1	71	1	73	2	0	0	2	3	87	0	90	2	0	2	4	169
05:45 PM	0	44	0	44	3	0	0	3	11	75	5	91	2	0	2	4	142
Total	3	214	12	229	9	1	2	12	36	367	5	408	25	0	9	34	683
Grand Total	6	380	32	418	20	1	5	26	56	606	8	670	49	0	18	67	1181
Apprch %	1.4	90.9	7.7		76.9	3.8	19.2		8.4	90.4	1.2		73.1	0	26.9		
Total %	0.5	32.2	2.7	35.4	1.7	0.1	0.4	2.2	4.7	51.3	0.7	56.7	4.1	0	1.5	5.7	
Passenger Vehicles	6	354	32	392	20	1	5	26	55	572	7	634	48	0	18	66	1118
% Passenger Vehicles	100	93.2	100	93.8	100	100	100	100	98.2	94.4	87.5	94.6	98	0	100	98.5	94.7
Large 2 Axle Vehicles	0	12	0	12	0	0	0	0	1	16	1	18	1	0	0	1	31
% Large 2 Axle Vehicles	0	3.2	0	2.9	0	0	0	0	1.8	2.6	12.5	2.7	2	0	0	1.5	2.6
3 Axle Vehicles	0	10	0	10	0	0	0	0	0	8	0	8	0	0	0	0	18
% 3 Axle Vehicles	0	2.6	0	2.4	0	0	0	0	0	1.3	0	1.2	0	0	0	0	1.5
4+ Axle Trucks	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
% 4+ Axle Trucks	0	1.1	0	1	0	0	0	0	0	1.7	0	1.5	0	0	0	0	1.2

	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	53	5	59	2	0	**1**	3	**18**	**106**	0	**124**	**15**	0	**4**	**19**	**205**
05:15 PM	1	46	**6**	53	2	**1**	1	**4**	4	99	0	103	6	0	1	7	167
05:30 PM	1	**71**	1	**73**	2	0	0	2	3	87	0	90	2	0	2	4	169
05:45 PM	0	44	0	44	**3**	0	0	3	11	75	**5**	91	2	0	2	4	142
Total Volume	3	214	12	229	9	1	2	12	36	367	5	408	25	0	9	34	683
% App. Total	1.3	93.4	5.2		75	8.3	16.7		8.8	90	1.2		73.5	0	26.5		
PHF	.750	.754	.500	.784	.750	.250	.500	.750	.500	.866	.250	.823	.417	.000	.563	.447	.833

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:45 PM				04:30 PM				05:00 PM				04:30 PM			
+0 mins.	0	40	**6**	46	**3**	0	**3**	**6**	**18**	**106**	0	**124**	12	0	2	14
+15 mins.	**1**	53	5	59	3	0	0	3	4	99	0	103	7	0	**4**	11
+30 mins.	1	46	6	53	2	0	1	3	3	87	0	90	**15**	0	4	**19**
+45 mins.	1	**71**	1	**73**	2	**1**	1	4	11	75	**5**	91	6	0	1	7
Total Volume	3	210	18	231	10	1	5	16	36	367	5	408	40	0	11	51
% App. Total	1.3	90.9	7.8		62.5	6.2	31.2		8.8	90	1.2		78.4	0	21.6	
PHF	.750	.739	.750	.791	.833	.250	.417	.667	.500	.866	.250	.823	.667	.000	.688	.671

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

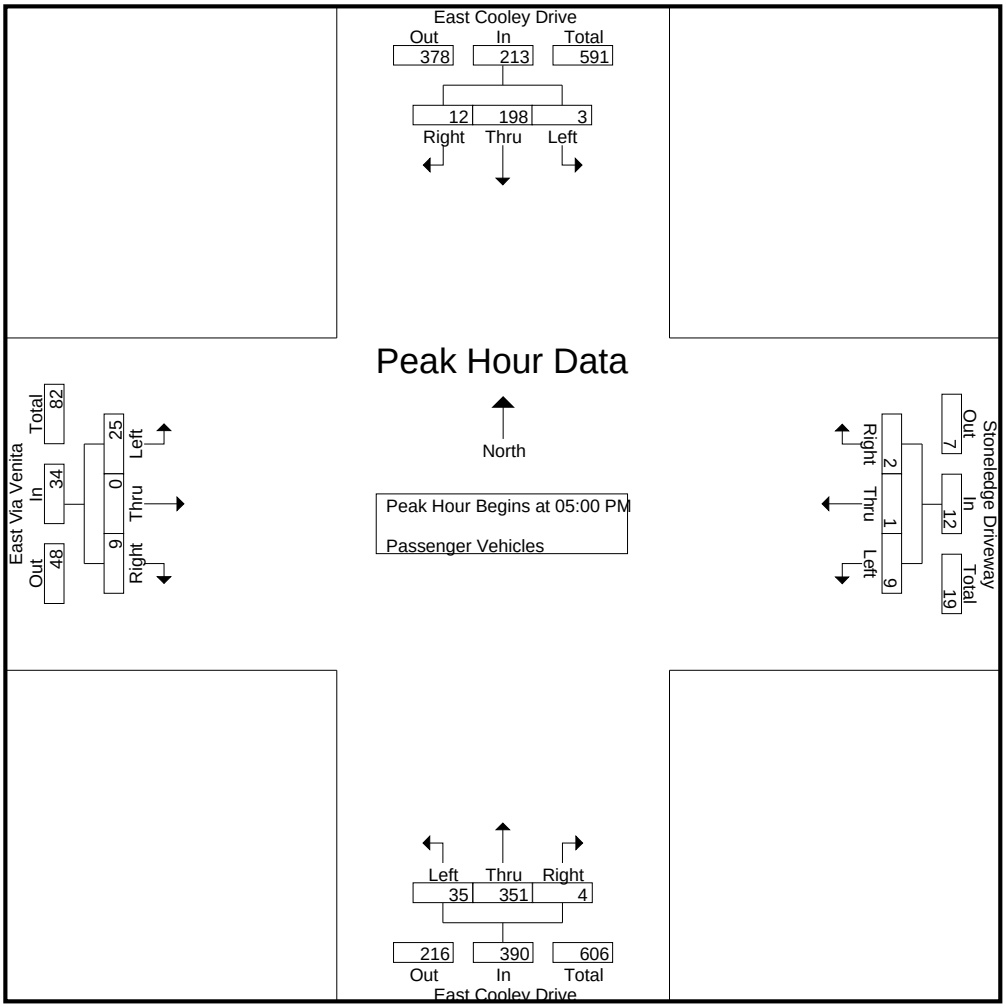
	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	31	4	35	3	0	0	3	7	48	3	58	3	0	0	3	99
04:15 PM	1	41	7	49	2	0	0	2	4	50	0	54	2	0	3	5	110
04:30 PM	2	47	3	52	3	0	3	6	7	52	0	59	12	0	2	14	131
04:45 PM	0	37	6	43	3	0	0	3	2	71	0	73	6	0	4	10	129
Total	3	156	20	179	11	0	3	14	20	221	3	244	23	0	9	32	469
05:00 PM	1	47	5	53	2	0	1	3	18	105	0	123	15	0	4	19	198
05:15 PM	1	43	6	50	2	1	1	4	4	93	0	97	6	0	1	7	158
05:30 PM	1	66	1	68	2	0	0	2	3	83	0	86	2	0	2	4	160
05:45 PM	0	42	0	42	3	0	0	3	10	70	4	84	2	0	2	4	133
Total	3	198	12	213	9	1	2	12	35	351	4	390	25	0	9	34	649
Grand Total	6	354	32	392	20	1	5	26	55	572	7	634	48	0	18	66	1118
Apprch %	1.5	90.3	8.2		76.9	3.8	19.2		8.7	90.2	1.1		72.7	0	27.3		
Total %	0.5	31.7	2.9	35.1	1.8	0.1	0.4	2.3	4.9	51.2	0.6	56.7	4.3	0	1.6	5.9	

	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	47	5	53	2	0	**1**	3	**18**	**105**	0	**123**	**15**	0	**4**	**19**	**198**
05:15 PM	1	43	**6**	50	2	**1**	1	**4**	4	93	0	97	6	0	1	7	158
05:30 PM	1	**66**	1	**68**	2	0	0	2	3	83	0	86	2	0	2	4	160
05:45 PM	0	42	0	42	**3**	0	0	3	10	70	**4**	84	2	0	2	4	133
Total Volume	3	198	12	213	9	1	2	12	35	351	4	390	25	0	9	34	649
% App. Total	1.4	93	5.6		75	8.3	16.7		9	90	1		73.5	0	26.5		
PHF	.750	.750	.500	.783	.750	.250	.500	.750	.486	.836	.250	.793	.417	.000	.563	.447	.819

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**1**	47	5	53	2	0	**1**	3	**18**	**105**	0	**123**	**15**	0	**4**	**19**
+15 mins.	1	43	**6**	50	2	**1**	1	**4**	4	93	0	97	6	0	1	7
+30 mins.	1	**66**	1	**68**	2	0	0	2	3	83	0	86	2	0	2	4
+45 mins.	0	42	0	42	**3**	0	0	3	10	70	**4**	84	2	0	2	4
Total Volume	3	198	12	213	9	1	2	12	35	351	4	390	25	0	9	34
% App. Total	1.4	93	5.6		75	8.3	16.7		9	90	1		73.5	0	26.5	
PHF	.750	.750	.500	.783	.750	.250	.500	.750	.486	.836	.250	.793	.417	.000	.563	.447

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

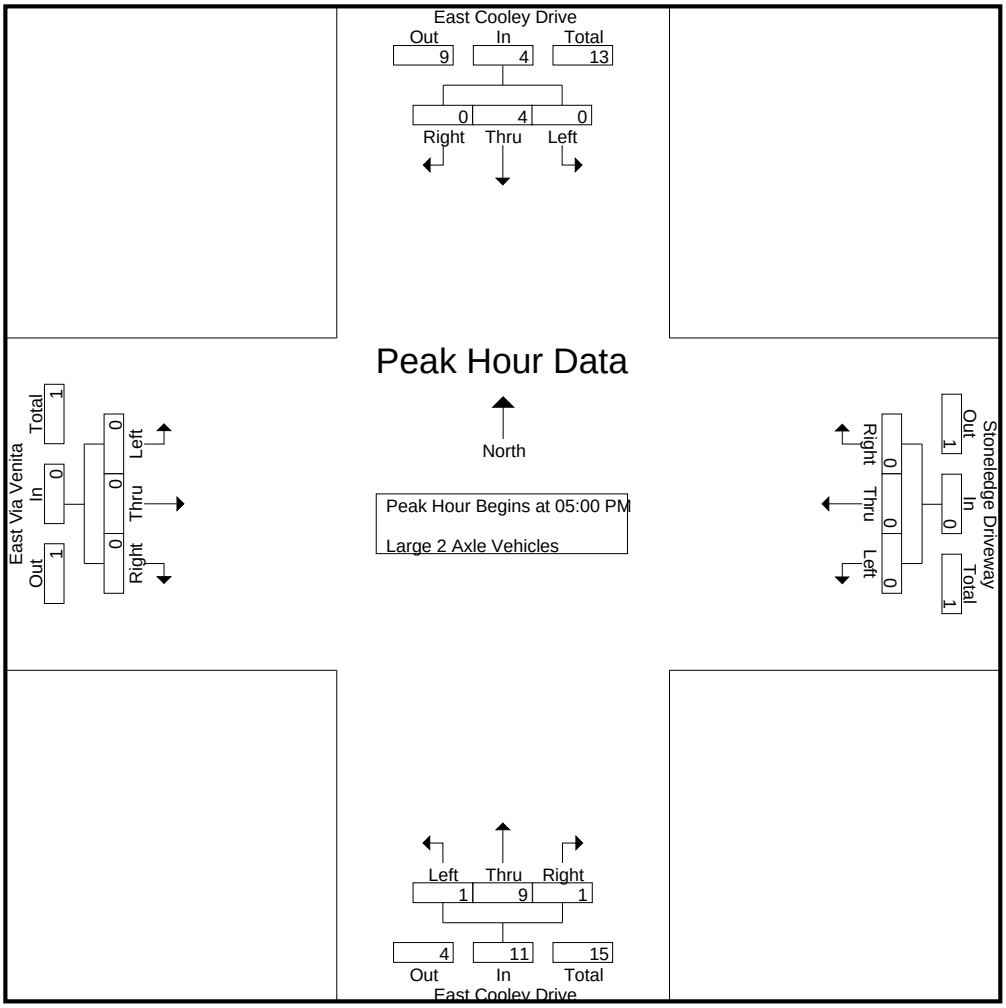
	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	8	0	8	0	0	0	0	0	7	0	7	1	0	0	1	16
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
05:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	3
Total	0	4	0	4	0	0	0	0	1	9	1	11	0	0	0	0	15
Grand Total	0	12	0	12	0	0	0	0	1	16	1	18	1	0	0	1	31
Apprch %	0	100	0		0	0	0		5.6	88.9	5.6		100	0	0		
Total %	0	38.7	0	38.7	0	0	0	0	3.2	51.6	3.2	58.1	3.2	0	0	3.2	

	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	**3**	0	**3**	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**8**
05:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	**1**	1	**1**	3	0	0	0	0	3
Total Volume	0	4	0	4	0	0	0	0	1	9	1	11	0	0	0	0	15
% App. Total	0	100	0		0	0	0		9.1	81.8	9.1		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.250	.450	.250	.550	.000	.000	.000	.000	.469

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	**5**	0	**5**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	**1**	1	**1**	3	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	1	9	1	11	0	0	0	0
% App. Total	0	100	0		0	0	0		9.1	81.8	9.1		0	0	0	
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.250	.450	.250	.550	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

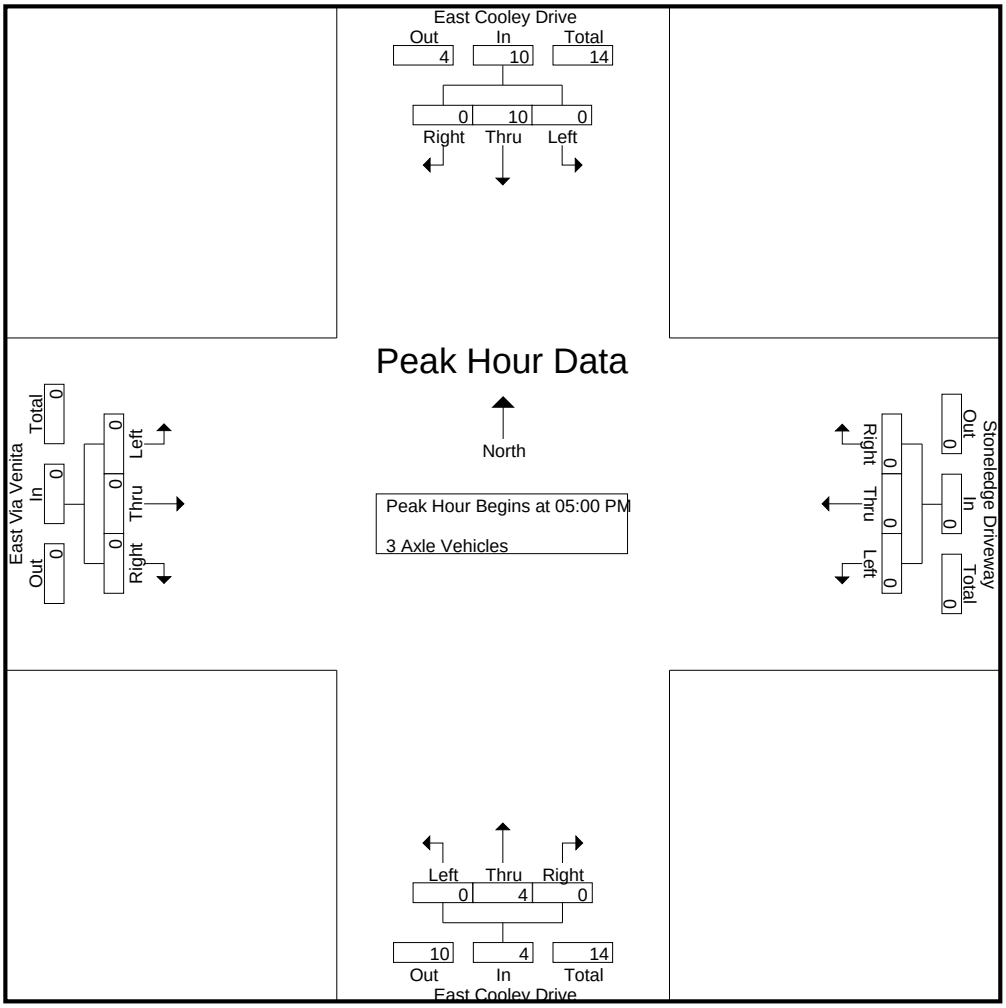
	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
05:00 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total	0	10	0	10	0	0	0	0	0	4	0	4	0	0	0	0	14
Grand Total	0	10	0	10	0	0	0	0	0	8	0	8	0	0	0	0	18
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	55.6	0	55.6	0	0	0	0	0	44.4	0	44.4	0	0	0	0	

	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	**5**
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0	5
Total Volume	0	10	0	10	0	0	0	0	0	4	0	4	0	0	0	0	14
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000	.700

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0
Total Volume	0	10	0	10	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.333	.000	.333	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

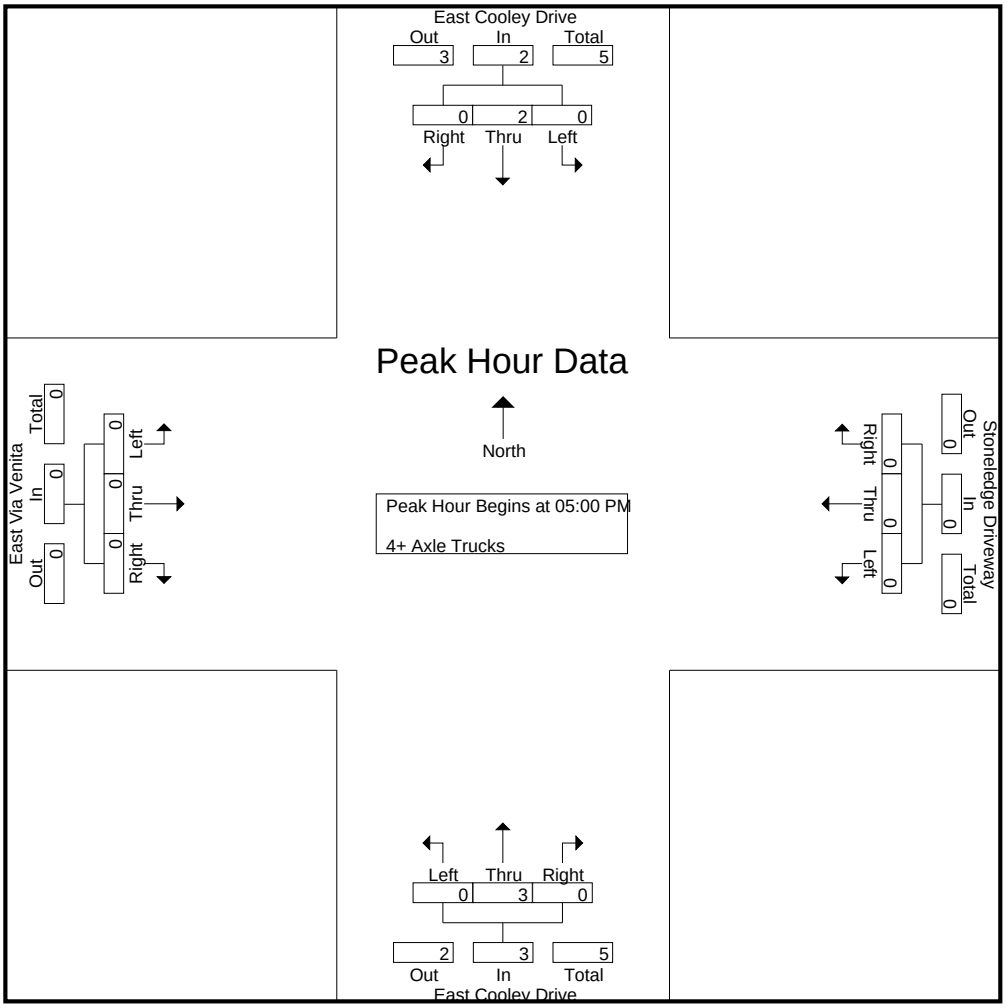
	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Grand Total	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	28.6	0	28.6	0	0	0	0	0	71.4	0	71.4	0	0	0	0	

	East Cooley Drive Southbound				Stoneledge Driveway Westbound				East Cooley Drive Northbound				East Via Venita Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.417

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: East Cooley Drive
E/W: East Via Venita
Weather: Clear

File Name : 05_COL_E Cooley_Via Venita PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

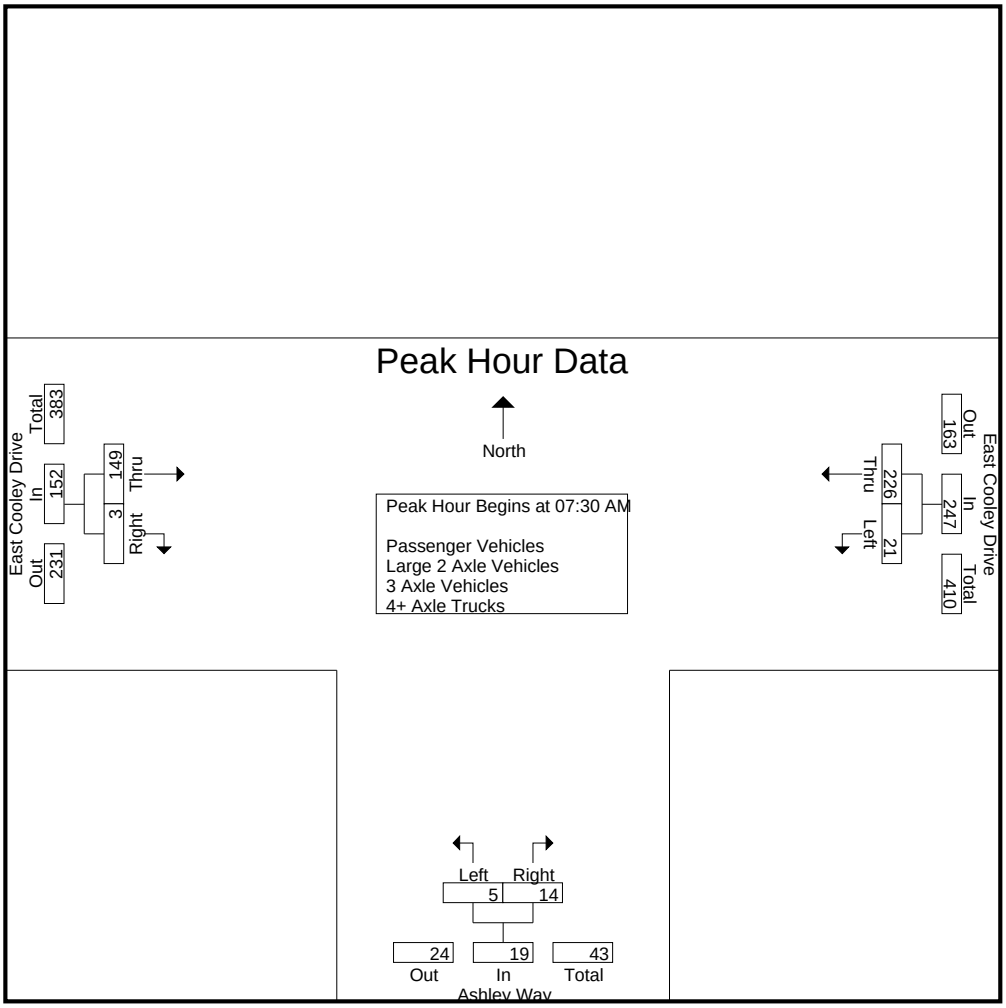
	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	35	39	0	0	0	20	0	20	59
07:15 AM	3	50	53	1	2	3	22	0	22	78
07:30 AM	4	53	57	0	3	3	38	0	38	98
07:45 AM	4	76	80	2	4	6	54	1	55	141
Total	15	214	229	3	9	12	134	1	135	376
08:00 AM	7	53	60	1	3	4	31	1	32	96
08:15 AM	6	44	50	2	4	6	26	1	27	83
08:30 AM	1	38	39	0	6	6	15	1	16	61
08:45 AM	6	36	42	1	2	3	23	0	23	68
Total	20	171	191	4	15	19	95	3	98	308
Grand Total	35	385	420	7	24	31	229	4	233	684
Apprch %	8.3	91.7		22.6	77.4		98.3	1.7		
Total %	5.1	56.3	61.4	1	3.5	4.5	33.5	0.6	34.1	
Passenger Vehicles	34	355	389	5	20	25	201	2	203	617
% Passenger Vehicles	97.1	92.2	92.6	71.4	83.3	80.6	87.8	50	87.1	90.2
Large 2 Axle Vehicles	1	9	10	0	3	3	17	0	17	30
% Large 2 Axle Vehicles	2.9	2.3	2.4	0	12.5	9.7	7.4	0	7.3	4.4
3 Axle Vehicles	0	1	1	2	1	3	8	1	9	13
% 3 Axle Vehicles	0	0.3	0.2	28.6	4.2	9.7	3.5	25	3.9	1.9
4+ Axle Trucks	0	20	20	0	0	0	3	1	4	24
% 4+ Axle Trucks	0	5.2	4.8	0	0	0	1.3	25	1.7	3.5

	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	4	53	57	0	3	3	38	0	38	98
07:45 AM	4	**76**	**80**	**2**	**4**	**6**	**54**	**1**	**55**	**141**
08:00 AM	**7**	53	60	1	3	4	31	1	32	96
08:15 AM	6	44	50	2	4	6	26	1	27	83
Total Volume	21	226	247	5	14	19	149	3	152	418
% App. Total	8.5	91.5		26.3	73.7		98	2		
PHF	.750	.743	.772	.625	.875	.792	.690	.750	.691	.741

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	07:15 AM			07:45 AM			07:30 AM		
+0 mins.	3	50	53	**2**	4	**6**	38	0	38
+15 mins.	4	53	57	1	3	4	**54**	**1**	**55**
+30 mins.	4	**76**	**80**	2	4	6	31	1	32
+45 mins.	**7**	53	60	0	**6**	6	26	1	27
Total Volume	18	232	250	5	17	22	149	3	152
% App. Total	7.2	92.8		22.7	77.3		98	2	
PHF	.643	.763	.781	.625	.708	.917	.690	.750	.691

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

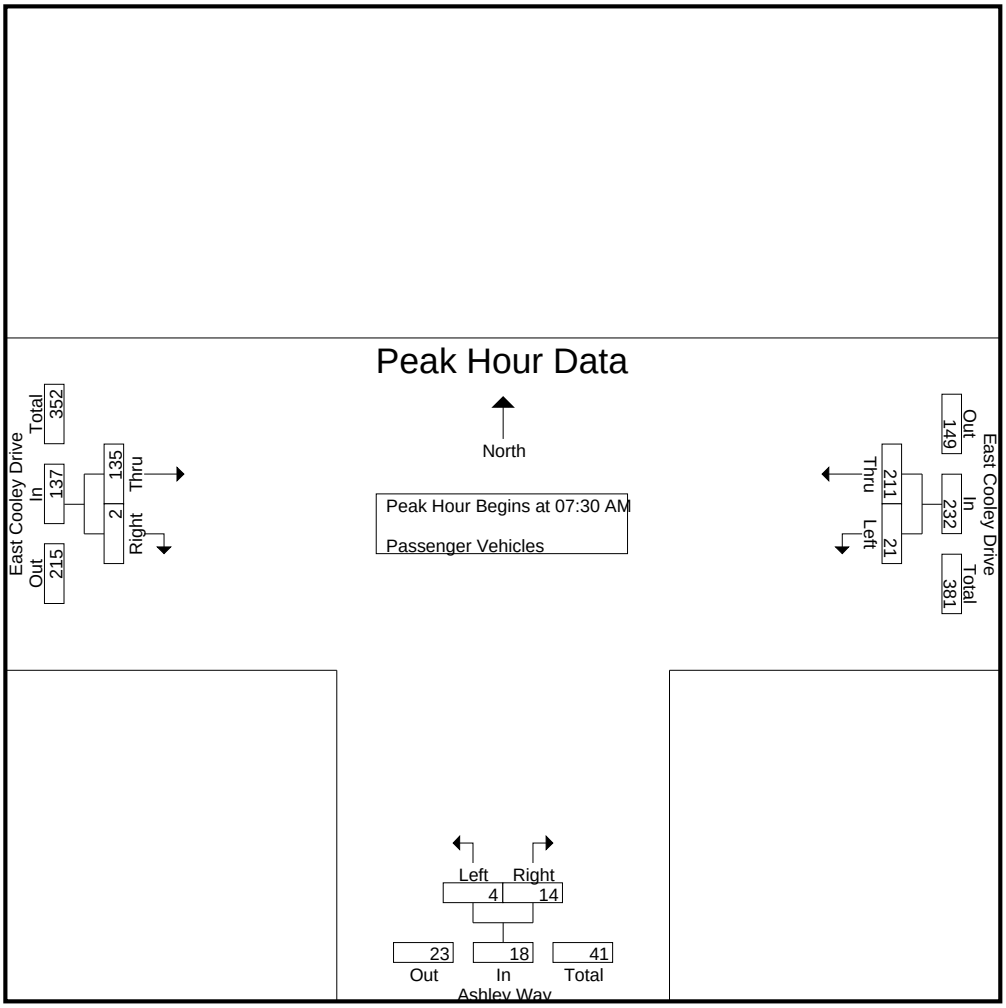
	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	27	31	0	0	0	16	0	16	47
07:15 AM	3	49	52	0	2	2	20	0	20	74
07:30 AM	4	48	52	0	3	3	34	0	34	89
07:45 AM	4	72	76	2	4	6	51	1	52	134
Total	15	196	211	2	9	11	121	1	122	344
08:00 AM	7	49	56	0	3	3	28	1	29	88
08:15 AM	6	42	48	2	4	6	22	0	22	76
08:30 AM	0	36	36	0	4	4	10	0	10	50
08:45 AM	6	32	38	1	0	1	20	0	20	59
Total	19	159	178	3	11	14	80	1	81	273
Grand Total	34	355	389	5	20	25	201	2	203	617
Apprch %	8.7	91.3		20	80		99	1		
Total %	5.5	57.5	63	0.8	3.2	4.1	32.6	0.3	32.9	

	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	4	48	52	0	3	3	34	0	34	89
07:45 AM	4	**72**	**76**	**2**	**4**	**6**	**51**	**1**	**52**	**134**
08:00 AM	**7**	49	56	0	3	3	28	1	29	88
08:15 AM	6	42	48	2	4	6	22	0	22	76
Total Volume	21	211	232	4	14	18	135	2	137	387
% App. Total	9.1	90.9		22.2	77.8		98.5	1.5		
PHF	.750	.733	.763	.500	.875	.750	.662	.500	.659	.722

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	4	48	52	0	3	3	34	0	34
+15 mins.	4	**72**	**76**	**2**	**4**	**6**	**51**	**1**	**52**
+30 mins.	**7**	49	56	0	3	3	28	1	29
+45 mins.	6	42	48	2	4	6	22	0	22
Total Volume	21	211	232	4	14	18	135	2	137
% App. Total	9.1	90.9		22.2	77.8		98.5	1.5	
PHF	.750	.733	.763	.500	.875	.750	.662	.500	.659

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

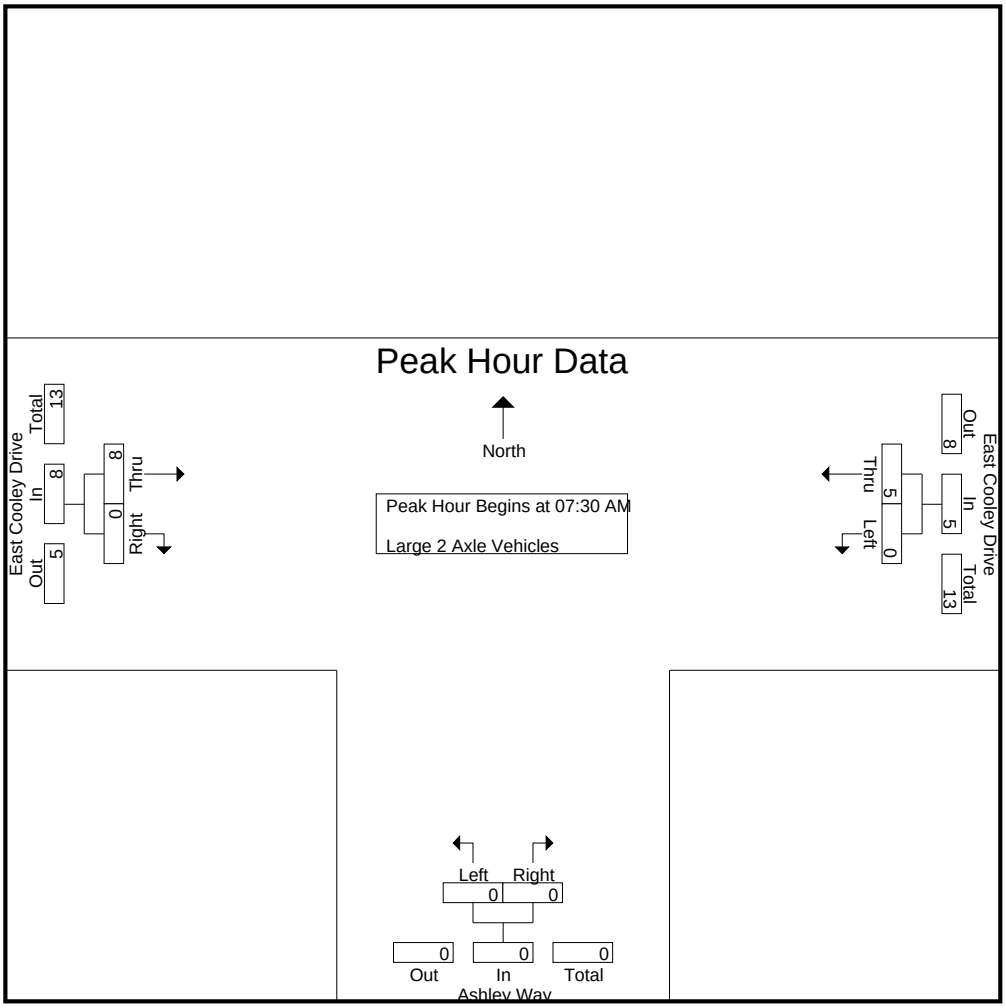
	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	3	0	3	4
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	2	2	0	0	0	2	0	2	4
Total	0	4	4	0	0	0	7	0	7	11
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	1	1	0	0	0	4	0	4	5
08:30 AM	1	1	2	0	1	1	2	0	2	5
08:45 AM	0	2	2	0	2	2	3	0	3	7
Total	1	5	6	0	3	3	10	0	10	19
Grand Total	1	9	10	0	3	3	17	0	17	30
Apprch %	10	90		0	100		100	0		
Total %	3.3	30	33.3	0	10	10	56.7	0	56.7	

	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	**2**	**2**	0	0	0	2	0	2	4
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	1	1	0	0	0	**4**	0	**4**	**5**
Total Volume	0	5	5	0	0	0	8	0	8	13
% App. Total	0	100		0	0		100	0		
PHF	.000	.625	.625	.000	.000	.000	.500	.000	.500	.650

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	**2**	**2**	0	0	0	2	0	2
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	0	1	1	0	0	0	**4**	0	**4**
Total Volume	0	5	5	0	0	0	8	0	8
% App. Total	0	100		0	0		100	0	
PHF	.000	.625	.625	.000	.000	.000	.500	.000	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

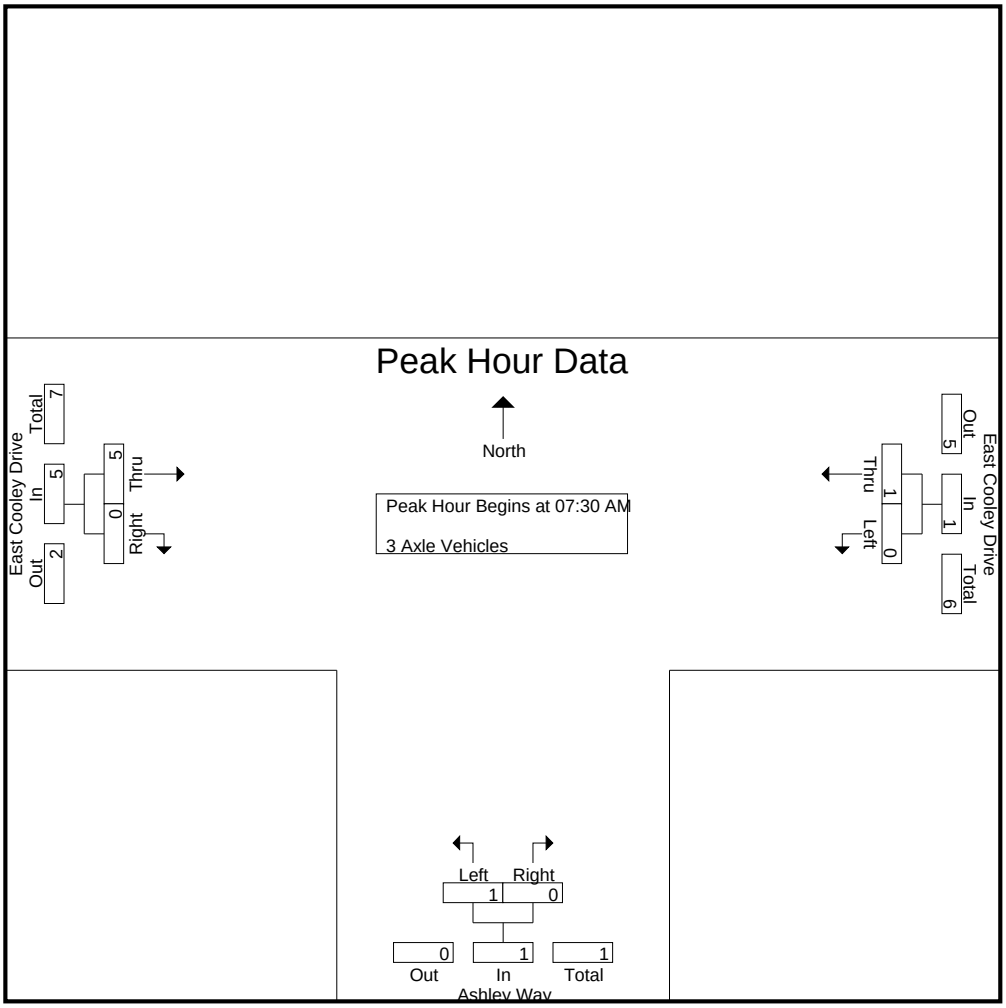
	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	1	1	0	1	2
07:30 AM	0	1	1	0	0	0	2	0	2	3
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	1	0	1	4	0	4	6
08:00 AM	0	0	0	1	0	1	2	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	1	2	1	3	4
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	2	4	1	5	7
Grand Total	0	1	1	2	1	3	8	1	9	13
Apprch %	0	100		66.7	33.3		88.9	11.1		
Total %	0	7.7	7.7	15.4	7.7	23.1	61.5	7.7	69.2	

	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**1**	**1**	0	0	0	**2**	0	**2**	**3**
07:45 AM	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	**1**	0	**1**	2	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	0	1	5	0	5	7
% App. Total	0	100		100	0		100	0		
PHF	.000	.250	.250	.250	.000	.250	.625	.000	.625	.583

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**1**	**1**	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	**1**	0	**1**	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	0	1	5	0	5
% App. Total	0	100		100	0		100	0	
PHF	.000	.250	.250	.250	.000	.250	.625	.000	.625

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

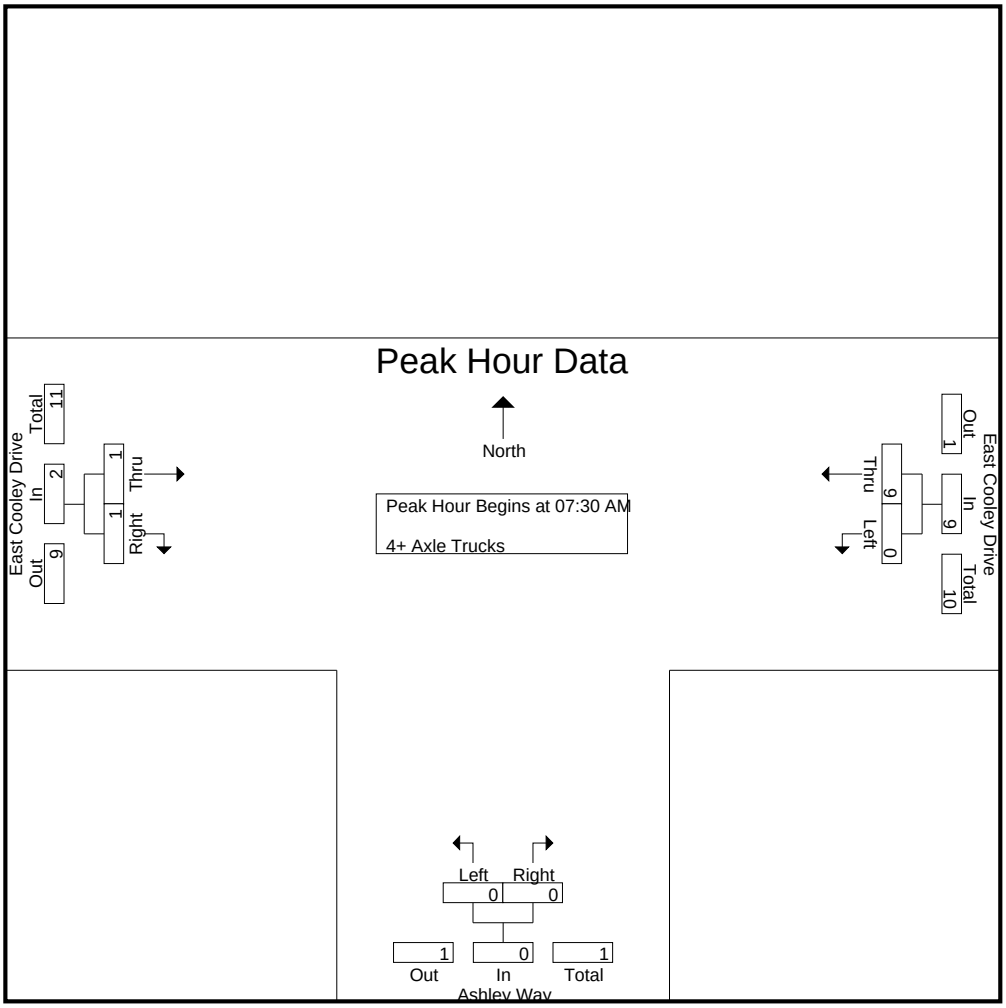
	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	7	0	0	0	1	0	1	8
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	3	3	0	0	0	1	0	1	4
07:45 AM	0	2	2	0	0	0	0	0	0	2
Total	0	13	13	0	0	0	2	0	2	15
08:00 AM	0	3	3	0	0	0	0	0	0	3
08:15 AM	0	1	1	0	0	0	0	1	1	2
08:30 AM	0	1	1	0	0	0	1	0	1	2
08:45 AM	0	2	2	0	0	0	0	0	0	2
Total	0	7	7	0	0	0	1	1	2	9
Grand Total	0	20	20	0	0	0	3	1	4	24
Apprch %	0	100		0	0		75	25		
Total %	0	83.3	83.3	0	0	0	12.5	4.2	16.7	

	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**3**	**3**	0	0	0	**1**	0	**1**	**4**
07:45 AM	0	2	2	0	0	0	0	0	0	2
08:00 AM	0	3	3	0	0	0	0	0	0	3
08:15 AM	0	1	1	0	0	0	0	**1**	1	2
Total Volume	0	9	9	0	0	0	1	1	2	11
% App. Total	0	100		0	0		50	50		
PHF	.000	.750	.750	.000	.000	.000	.250	.250	.500	.688

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**3**	**3**	0	0	0	**1**	0	**1**
+15 mins.	0	2	2	0	0	0	0	0	0
+30 mins.	0	3	3	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	**1**	1
Total Volume	0	9	9	0	0	0	1	1	2
% App. Total	0	100		0	0		50	50	
PHF	.000	.750	.750	.000	.000	.000	.250	.250	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

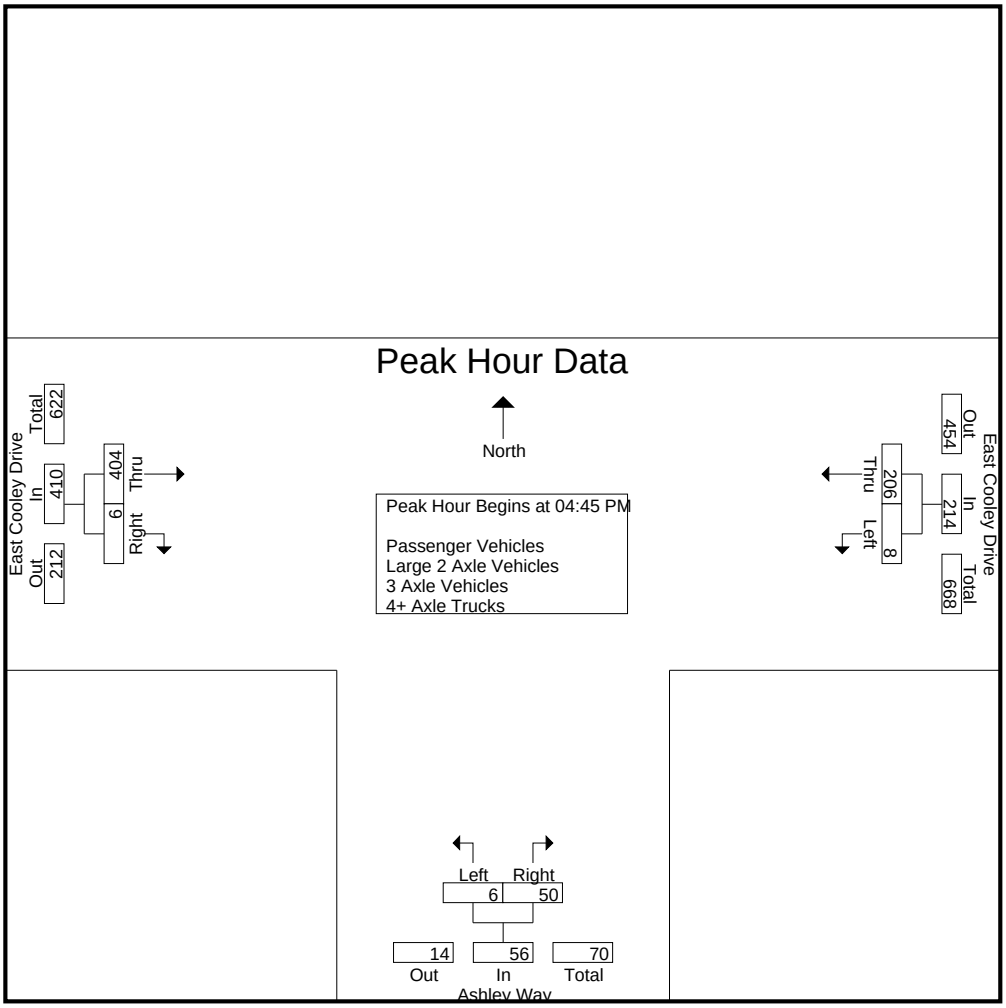
	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	7	33	40	1	7	8	55	0	55	103
04:15 PM	3	43	46	0	5	5	62	3	65	116
04:30 PM	3	57	60	1	11	12	79	2	81	153
04:45 PM	3	41	44	1	11	12	83	1	84	140
Total	16	174	190	3	34	37	279	6	285	512
05:00 PM	1	50	51	2	19	21	122	3	125	197
05:15 PM	2	48	50	0	10	10	108	1	109	169
05:30 PM	2	67	69	3	10	13	91	1	92	174
05:45 PM	3	50	53	0	8	8	76	0	76	137
Total	8	215	223	5	47	52	397	5	402	677
Grand Total	24	389	413	8	81	89	676	11	687	1189
Apprch %	5.8	94.2		9	91		98.4	1.6		
Total %	2	32.7	34.7	0.7	6.8	7.5	56.9	0.9	57.8	
Passenger Vehicles	22	372	394	3	81	84	653	6	659	1137
% Passenger Vehicles	91.7	95.6	95.4	37.5	100	94.4	96.6	54.5	95.9	95.6
Large 2 Axle Vehicles	2	11	13	2	0	2	13	1	14	29
% Large 2 Axle Vehicles	8.3	2.8	3.1	25	0	2.2	1.9	9.1	2	2.4
3 Axle Vehicles	0	2	2	3	0	3	2	2	4	9
% 3 Axle Vehicles	0	0.5	0.5	37.5	0	3.4	0.3	18.2	0.6	0.8
4+ Axle Trucks	0	4	4	0	0	0	8	2	10	14
% 4+ Axle Trucks	0	1	1	0	0	0	1.2	18.2	1.5	1.2

	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**3**	41	44	1	11	12	83	1	84	140
05:00 PM	1	50	51	2	**19**	**21**	**122**	**3**	**125**	**197**
05:15 PM	2	48	50	0	10	10	108	1	109	169
05:30 PM	2	**67**	**69**	**3**	10	13	91	1	92	174
Total Volume	8	206	214	6	50	56	404	6	410	680
% App. Total	3.7	96.3		10.7	89.3		98.5	1.5		
PHF	.667	.769	.775	.500	.658	.667	.828	.500	.820	.863

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	05:00 PM			04:45 PM			04:45 PM		
+0 mins.	1	50	51	1	11	12	83	1	84
+15 mins.	2	48	50	2	**19**	**21**	**122**	**3**	**125**
+30 mins.	2	**67**	**69**	0	10	10	108	1	109
+45 mins.	**3**	50	53	**3**	10	13	91	1	92
Total Volume	8	215	223	6	50	56	404	6	410
% App. Total	3.6	96.4		10.7	89.3		98.5	1.5	
PHF	.667	.802	.808	.500	.658	.667	.828	.500	.820

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

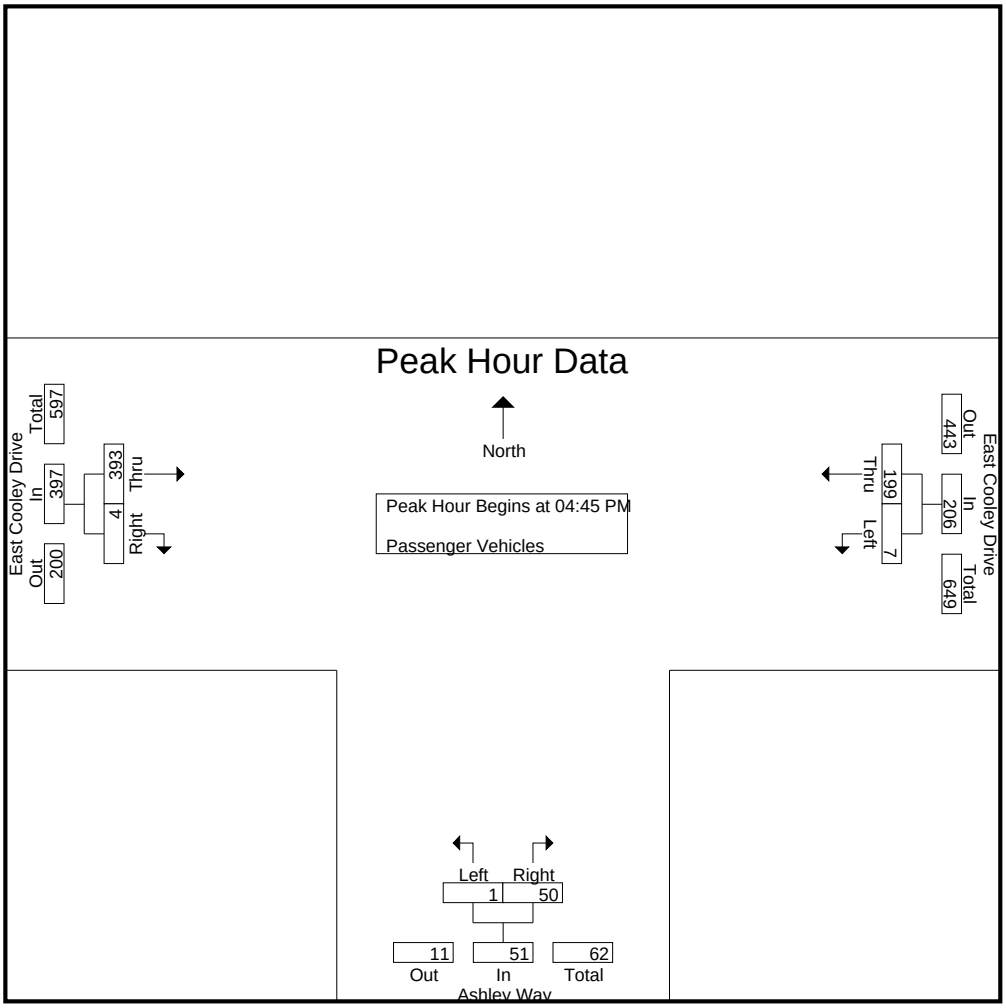
	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	6	29	35	1	7	8	52	0	52	95
04:15 PM	3	42	45	0	5	5	59	1	60	110
04:30 PM	3	53	56	1	11	12	76	1	77	145
04:45 PM	3	40	43	1	11	12	80	0	80	135
Total	15	164	179	3	34	37	267	2	269	485
05:00 PM	1	47	48	0	19	19	121	3	124	191
05:15 PM	2	46	48	0	10	10	104	0	104	162
05:30 PM	1	66	67	0	10	10	88	1	89	166
05:45 PM	3	49	52	0	8	8	73	0	73	133
Total	7	208	215	0	47	47	386	4	390	652
Grand Total	22	372	394	3	81	84	653	6	659	1137
Apprch %	5.6	94.4		3.6	96.4		99.1	0.9		
Total %	1.9	32.7	34.7	0.3	7.1	7.4	57.4	0.5	58	

	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**3**	40	43	**1**	11	12	80	0	80	135
05:00 PM	1	47	48	0	**19**	**19**	**121**	**3**	**124**	**191**
05:15 PM	2	46	48	0	10	10	104	0	104	162
05:30 PM	1	**66**	**67**	0	10	10	88	1	89	166
Total Volume	7	199	206	1	50	51	393	4	397	654
% App. Total	3.4	96.6		2	98		99	1		
PHF	.583	.754	.769	.250	.658	.671	.812	.333	.800	.856

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**3**	40	43	**1**	11	12	80	0	80
+15 mins.	1	47	48	0	**19**	**19**	**121**	**3**	**124**
+30 mins.	2	46	48	0	10	10	104	0	104
+45 mins.	1	**66**	**67**	0	10	10	88	1	89
Total Volume	7	199	206	1	50	51	393	4	397
% App. Total	3.4	96.6		2	98		99	1	
PHF	.583	.754	.769	.250	.658	.671	.812	.333	.800

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

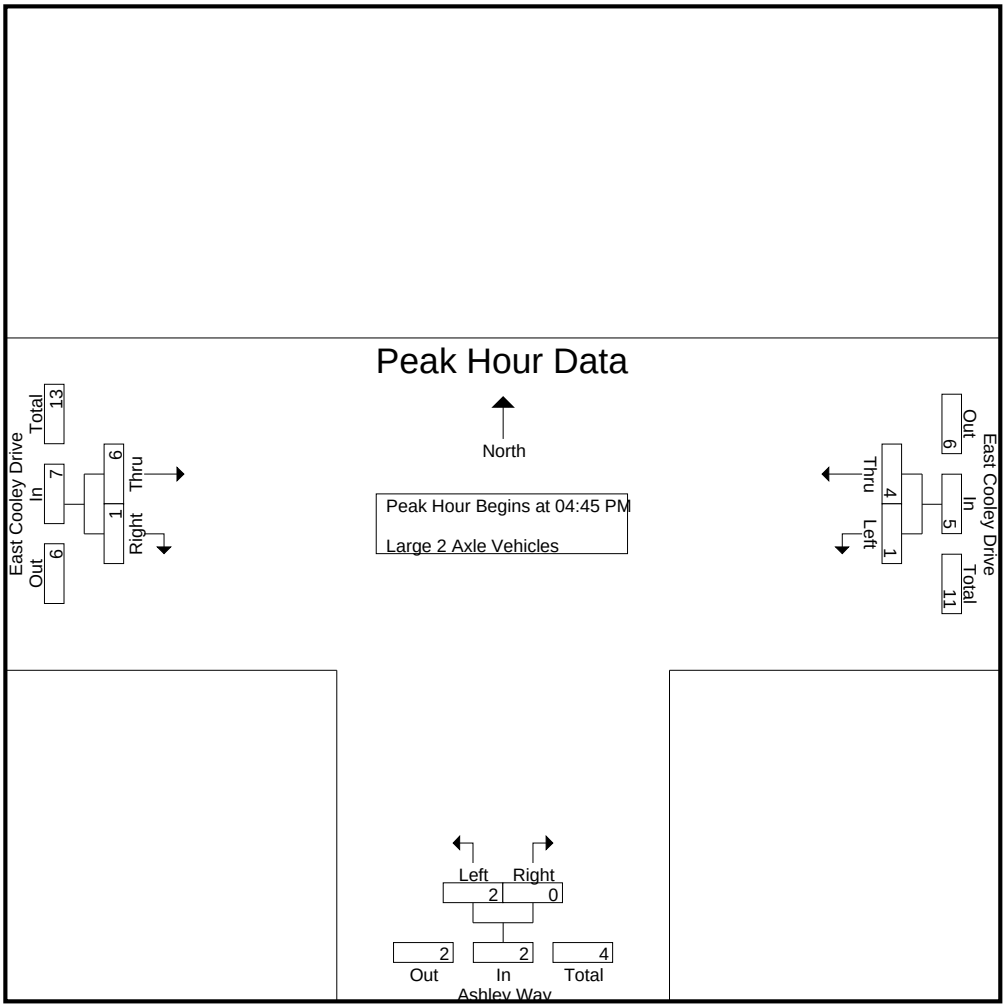
	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	3	4	0	0	0	2	0	2	6
04:15 PM	0	1	1	0	0	0	3	0	3	4
04:30 PM	0	3	3	0	0	0	1	0	1	4
04:45 PM	0	1	1	0	0	0	0	1	1	2
Total	1	8	9	0	0	0	6	1	7	16
05:00 PM	0	1	1	1	0	1	1	0	1	3
05:15 PM	0	2	2	0	0	0	3	0	3	5
05:30 PM	1	0	1	1	0	1	2	0	2	4
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	1	3	4	2	0	2	7	0	7	13
Grand Total	2	11	13	2	0	2	13	1	14	29
Apprch %	15.4	84.6		100	0		92.9	7.1		
Total %	6.9	37.9	44.8	6.9	0	6.9	44.8	3.4	48.3	

	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	1	1	0	0	0	0	**1**	1	2
05:00 PM	0	1	1	**1**	0	**1**	1	0	1	3
05:15 PM	0	**2**	**2**	0	0	0	**3**	0	**3**	**5**
05:30 PM	**1**	0	1	1	0	1	2	0	2	4
Total Volume	1	4	5	2	0	2	6	1	7	14
% App. Total	20	80		100	0		85.7	14.3		
PHF	.250	.500	.625	.500	.000	.500	.500	.250	.583	.700

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	1	1	0	0	0	0	**1**	1
+15 mins.	0	1	1	**1**	0	**1**	1	0	1
+30 mins.	0	**2**	**2**	0	0	0	**3**	0	**3**
+45 mins.	**1**	0	1	1	0	1	2	0	2
Total Volume	1	4	5	2	0	2	6	1	7
% App. Total	20	80		100	0		85.7	14.3	
PHF	.250	.500	.625	.500	.000	.500	.500	.250	.583

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

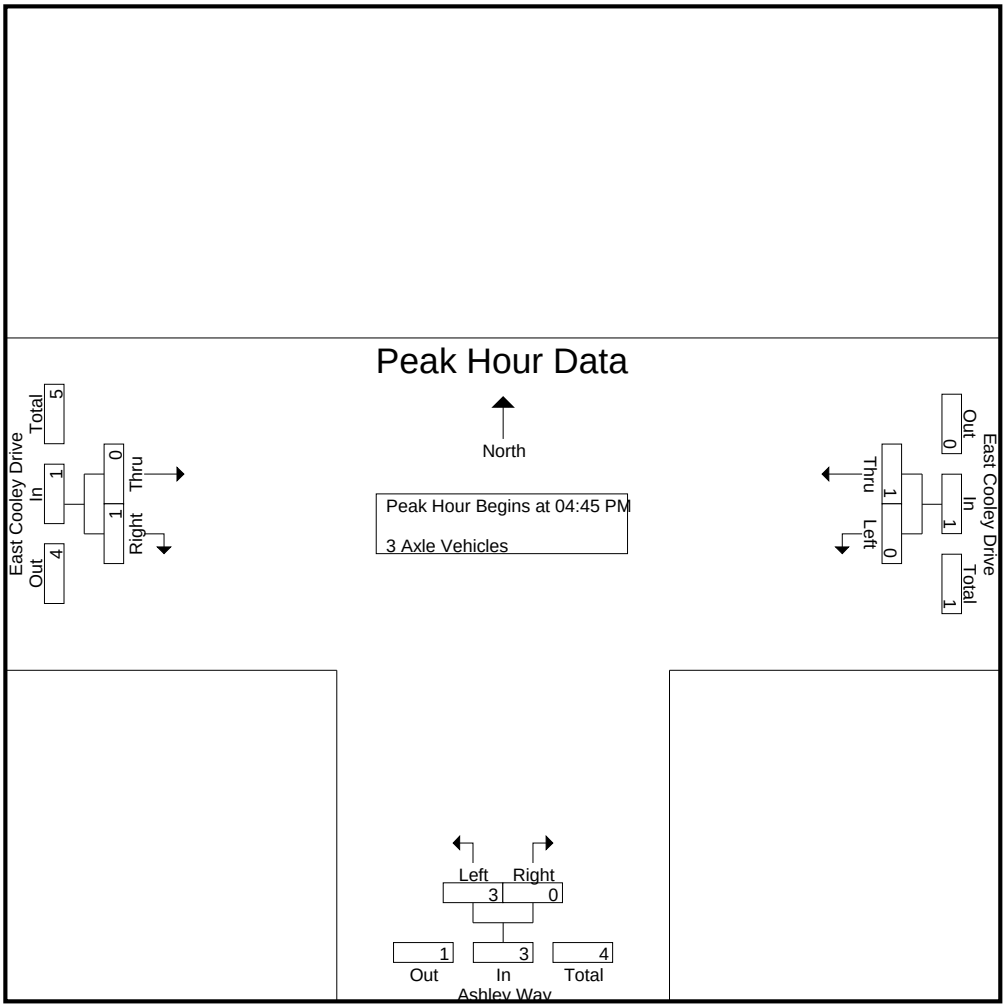
	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	2	2
05:00 PM	0	1	1	1	0	1	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	2	0	2	0	0	0	2
05:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	2	2	3	0	3	1	1	2	7
Grand Total	0	2	2	3	0	3	2	2	4	9
Apprch %	0	100		100	0		50	50		
Total %	0	22.2	22.2	33.3	0	33.3	22.2	22.2	44.4	

	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**1**	**1**	1	0	1	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	**1**	**1**	1
05:30 PM	0	0	0	**2**	0	**2**	0	0	0	2
Total Volume	0	1	1	3	0	3	0	1	1	5
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.375	.000	.375	.000	.250	.250	.625

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	**1**	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	**1**	**1**
+45 mins.	0	0	0	**2**	0	**2**	0	0	0
Total Volume	0	1	1	3	0	3	0	1	1
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.375	.000	.375	.000	.250	.250

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

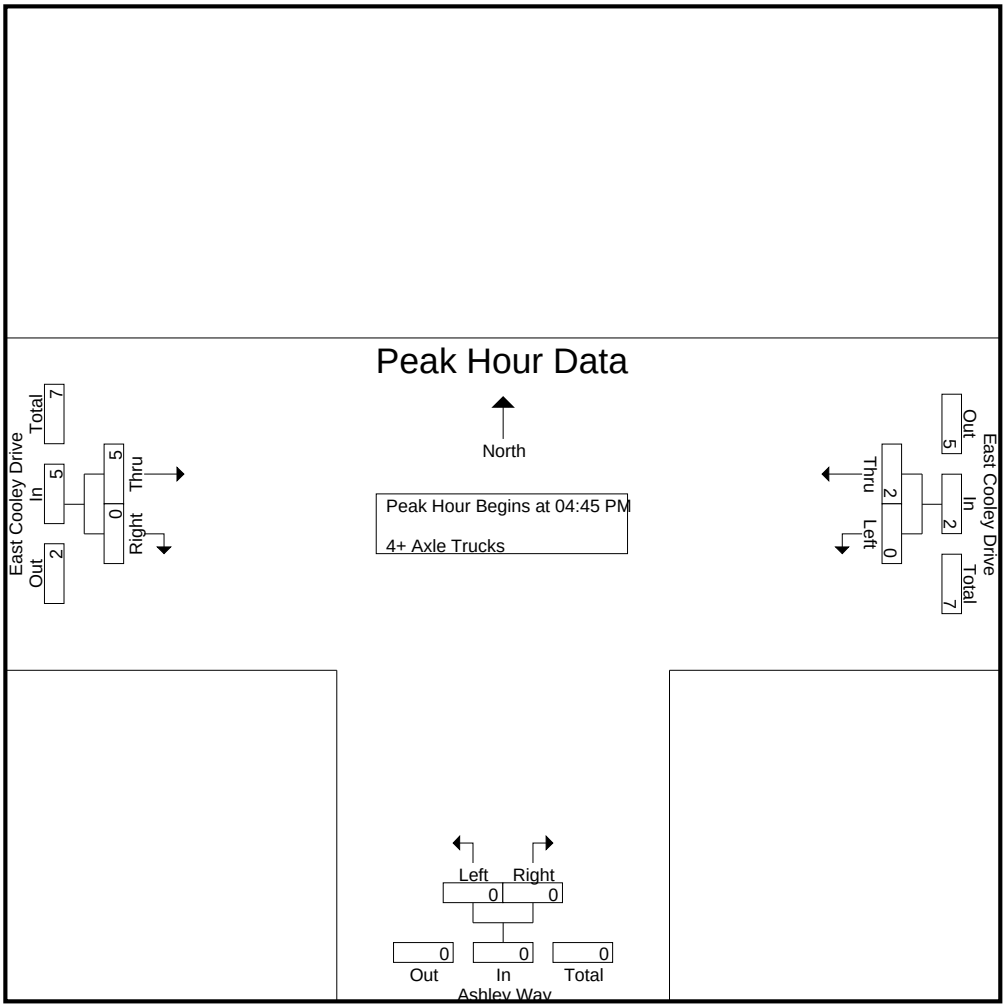
	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	1	1	0	0	0	1	1	2	3
04:45 PM	0	0	0	0	0	0	3	0	3	3
Total	0	2	2	0	0	0	5	2	7	9
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	2	2	0	0	0	3	0	3	5
Grand Total	0	4	4	0	0	0	8	2	10	14
Apprch %	0	100		0	0		80	20		
Total %	0	28.6	28.6	0	0	0	57.1	14.3	71.4	

	East Cooley Drive Westbound			Ashley Way Northbound			East Cooley Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	**3**	0	**3**	**3**
05:00 PM	0	**1**	**1**	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	2	2	0	0	0	5	0	5	7
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.417	.000	.417	.583

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Way
E/W: East Cooley Drive
Weather: Clear

File Name : 06_COL_Ashley Way_E Cooley PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	**1**	**1**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	2	2	0	0	0	5	0	5
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.417	.000	.417

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

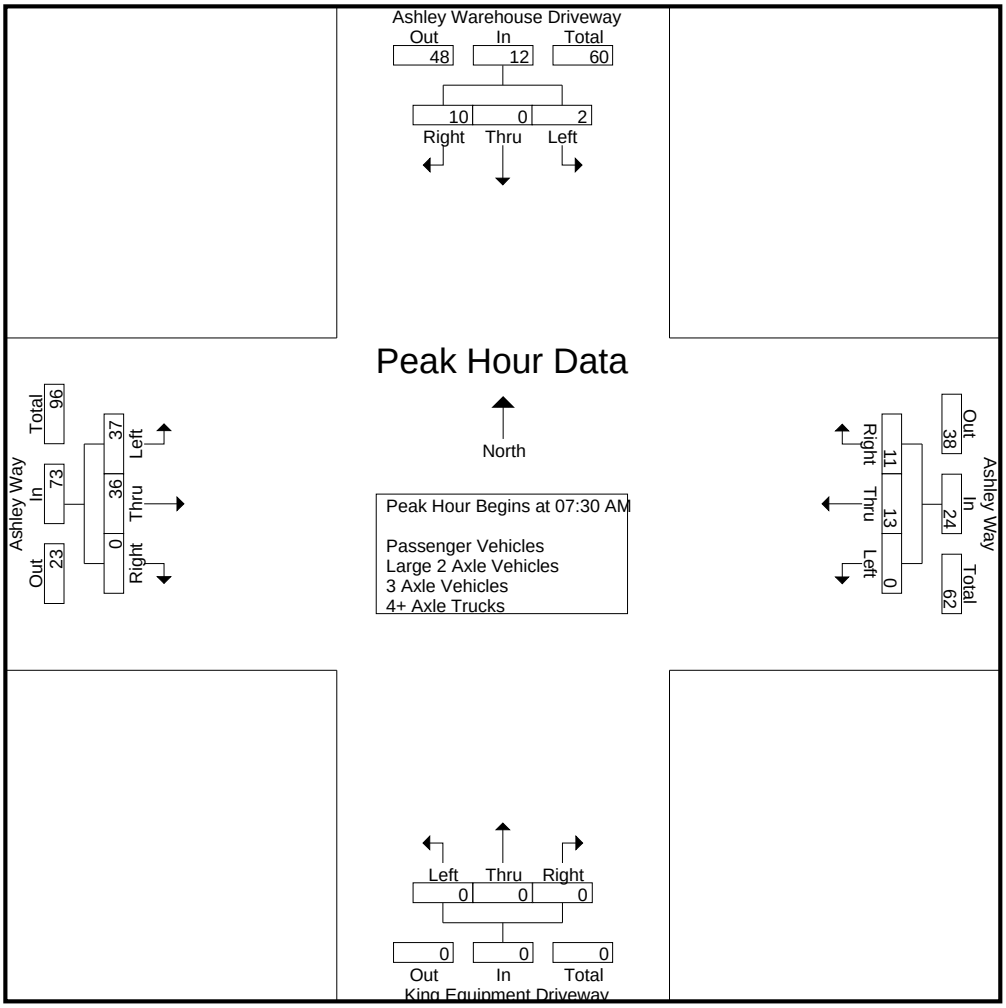
	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	4	4	0	3	0	3	0	0	0	0	6	13	0	19	26
07:15 AM	1	0	3	4	0	7	1	8	0	0	0	0	4	4	0	8	20
07:30 AM	0	0	2	2	0	4	2	6	0	0	0	0	8	10	0	18	26
07:45 AM	0	0	1	1	0	2	2	4	0	0	0	0	13	7	0	20	25
Total	1	0	10	11	0	16	5	21	0	0	0	0	31	34	0	65	97
08:00 AM	1	0	4	5	0	4	4	8	0	0	0	0	7	8	0	15	28
08:15 AM	1	0	3	4	0	3	3	6	0	0	0	0	9	11	0	20	30
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	3	3	0	6	7
08:45 AM	0	0	0	0	0	4	2	6	0	0	0	0	2	8	0	10	16
Total	2	0	7	9	0	12	9	21	0	0	0	0	21	30	0	51	81
Grand Total	3	0	17	20	0	28	14	42	0	0	0	0	52	64	0	116	178
Apprch %	15	0	85		0	66.7	33.3		0	0	0		44.8	55.2	0		
Total %	1.7	0	9.6	11.2	0	15.7	7.9	23.6	0	0	0	0	29.2	36	0	65.2	
Passenger Vehicles	3	0	16	19	0	21	14	35	0	0	0	0	51	59	0	110	164
% Passenger Vehicles	100	0	94.1	95	0	75	100	83.3	0	0	0	0	98.1	92.2	0	94.8	92.1
Large 2 Axle Vehicles	0	0	1	1	0	5	0	5	0	0	0	0	1	4	0	5	11
% Large 2 Axle Vehicles	0	0	5.9	5	0	17.9	0	11.9	0	0	0	0	1.9	6.2	0	4.3	6.2
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	3.6	0	2.4	0	0	0	0	0	0	0	0	0.6
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% 4+ Axle Trucks	0	0	0	0	0	3.6	0	2.4	0	0	0	0	0	1.6	0	0.9	1.1

	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	2	2	0	**4**	2	6	0	0	0	0	8	10	0	18	26
07:45 AM	0	0	1	1	0	2	2	4	0	0	0	0	**13**	7	0	**20**	25
08:00 AM	**1**	0	**4**	**5**	0	4	**4**	**8**	0	0	0	0	7	8	0	15	28
08:15 AM	1	0	3	4	0	3	3	6	0	0	0	0	9	**11**	0	20	**30**
Total Volume	2	0	10	12	0	13	11	24	0	0	0	0	37	36	0	73	109
% App. Total	16.7	0	83.3		0	54.2	45.8		0	0	0		50.7	49.3	0		
PHF	.500	.000	.625	.600	.000	.813	.688	.750	.000	.000	.000	.000	.712	.818	.000	.913	.908

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	**1**	0	3	4	0	**7**	1	**8**	0	0	0	0	8	10	0	18
+15 mins.	0	0	2	2	0	4	2	6	0	0	0	0	**13**	7	0	**20**
+30 mins.	0	0	1	1	0	2	2	4	0	0	0	0	7	8	0	15
+45 mins.	1	0	**4**	**5**	0	4	**4**	8	0	0	0	0	9	**11**	0	20
Total Volume	2	0	10	12	0	17	9	26	0	0	0	0	37	36	0	73
% App. Total	16.7	0	83.3		0	65.4	34.6		0	0	0		50.7	49.3	0	
PHF	.500	.000	.625	.600	.000	.607	.563	.813	.000	.000	.000	.000	.712	.818	.000	.913

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

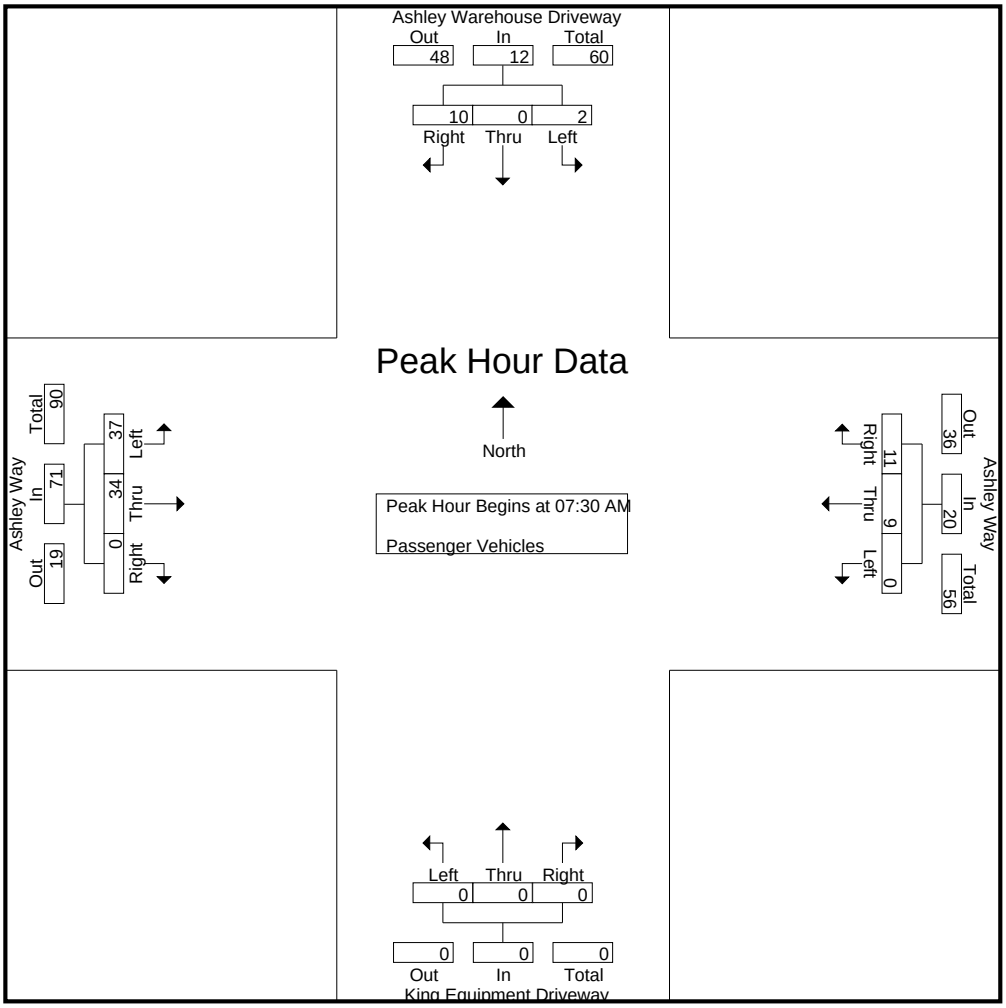
	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	4	4	0	2	0	2	0	0	0	0	6	13	0	19	25
07:15 AM	1	0	2	3	0	6	1	7	0	0	0	0	3	3	0	6	16
07:30 AM	0	0	2	2	0	3	2	5	0	0	0	0	8	10	0	18	25
07:45 AM	0	0	1	1	0	1	2	3	0	0	0	0	13	7	0	20	24
Total	1	0	9	10	0	12	5	17	0	0	0	0	30	33	0	63	90
08:00 AM	1	0	4	5	0	2	4	6	0	0	0	0	7	6	0	13	24
08:15 AM	1	0	3	4	0	3	3	6	0	0	0	0	9	11	0	20	30
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	3	3	0	6	7
08:45 AM	0	0	0	0	0	3	2	5	0	0	0	0	2	6	0	8	13
Total	2	0	7	9	0	9	9	18	0	0	0	0	21	26	0	47	74
Grand Total	3	0	16	19	0	21	14	35	0	0	0	0	51	59	0	110	164
Apprch %	15.8	0	84.2		0	60	40		0	0	0		46.4	53.6	0		
Total %	1.8	0	9.8	11.6	0	12.8	8.5	21.3	0	0	0	0	31.1	36	0	67.1	

	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	2	2	0	**3**	2	5	0	0	0	0	8	10	0	18	25
07:45 AM	0	0	1	1	0	1	2	3	0	0	0	0	**13**	7	0	**20**	24
08:00 AM	**1**	0	**4**	**5**	0	2	**4**	**6**	0	0	0	0	7	6	0	13	24
08:15 AM	1	0	3	4	0	3	3	6	0	0	0	0	9	**11**	0	20	**30**
Total Volume	2	0	10	12	0	9	11	20	0	0	0	0	37	34	0	71	103
% App. Total	16.7	0	83.3		0	45	55		0	0	0		52.1	47.9	0		
PHF	.500	.000	.625	.600	.000	.750	.688	.833	.000	.000	.000	.000	.712	.773	.000	.888	.858

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	2	2	0	**3**	2	5	0	0	0	0	8	10	0	18
+15 mins.	0	0	1	1	0	1	2	3	0	0	0	0	**13**	7	0	**20**
+30 mins.	**1**	0	**4**	**5**	0	2	**4**	**6**	0	0	0	0	7	6	0	13
+45 mins.	1	0	3	4	0	3	3	6	0	0	0	0	9	**11**	0	20
Total Volume	2	0	10	12	0	9	11	20	0	0	0	0	37	34	0	71
% App. Total	16.7	0	83.3		0	45	55		0	0	0		52.1	47.9	0	
PHF	.500	.000	.625	.600	.000	.750	.688	.833	.000	.000	.000	.000	.712	.773	.000	.888

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

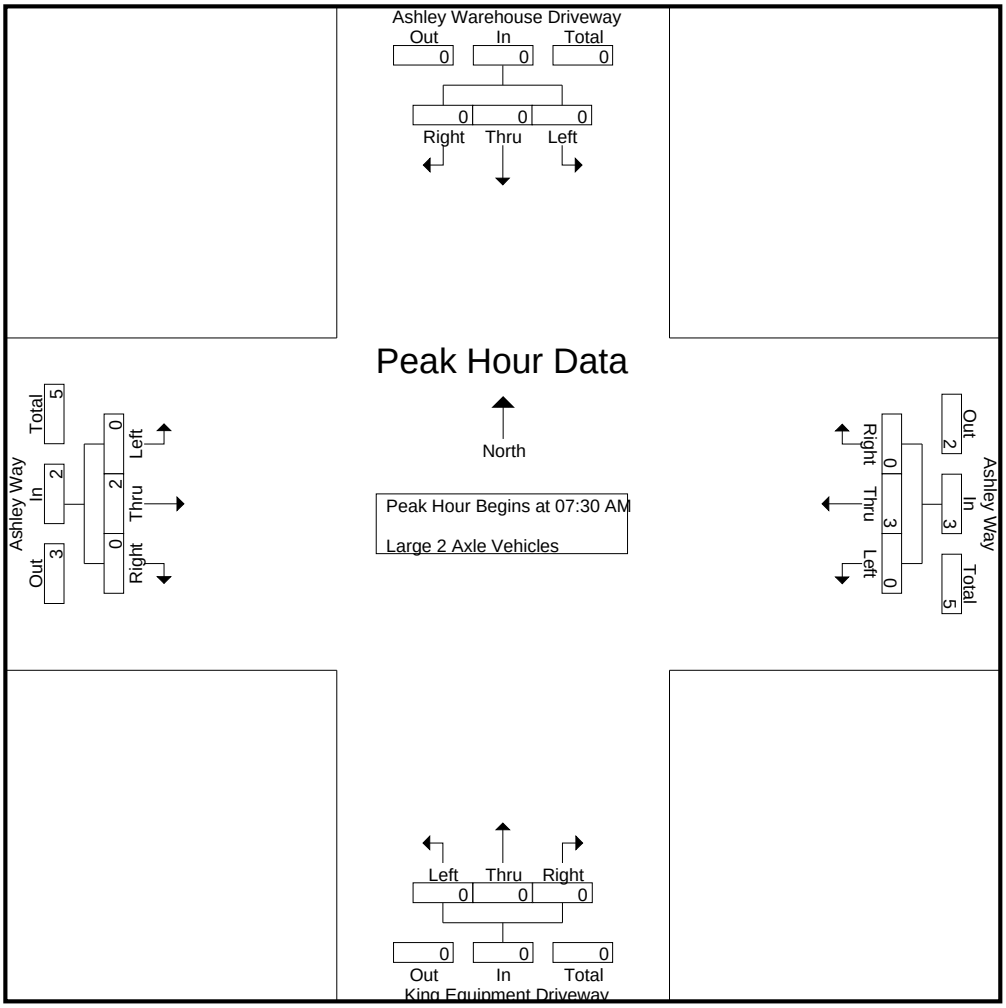
	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	1	0	2	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	3	0	3	0	0	0	0	1	1	0	2	6
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Grand Total	0	0	1	1	0	5	0	5	0	0	0	0	1	4	0	5	11
Apprch %	0	0	100		0	100	0		0	0	0		20	80	0		
Total %	0	0	9.1	9.1	0	45.5	0	45.5	0	0	0	0	9.1	36.4	0	45.5	

	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	**4**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.313

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

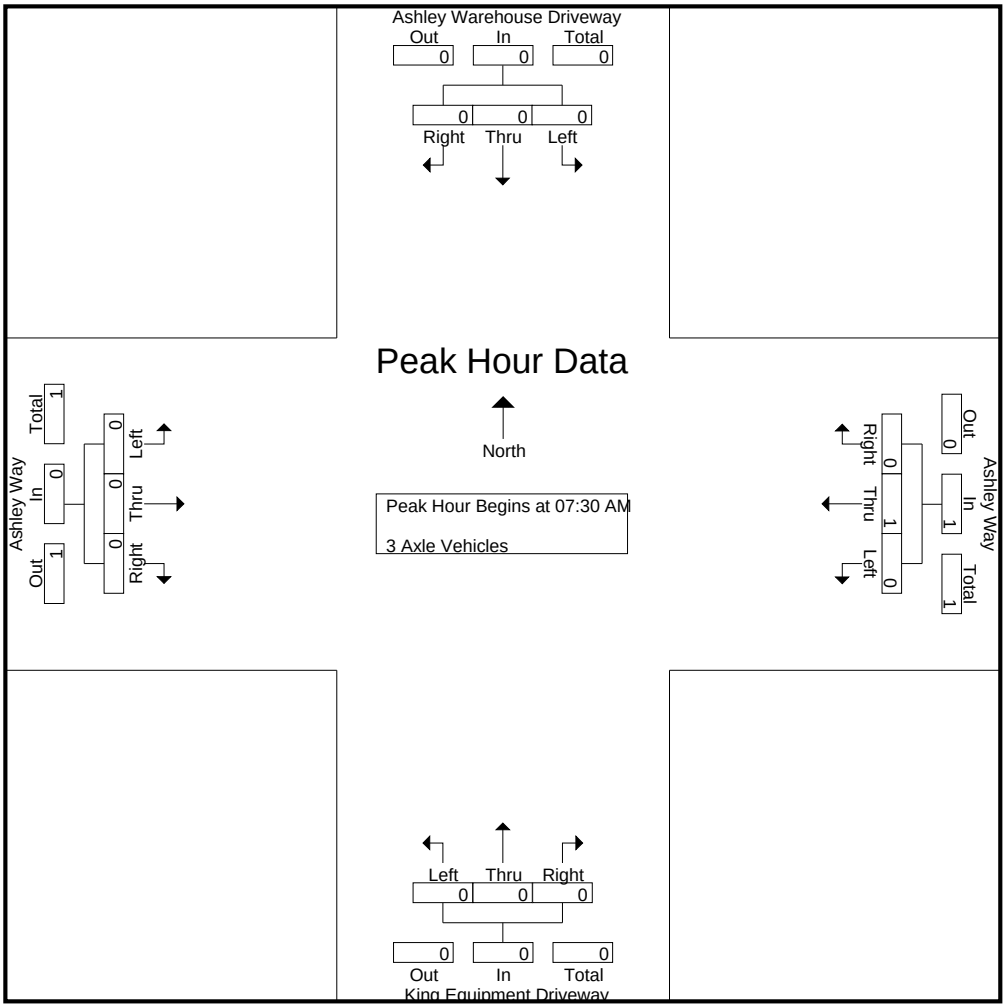
	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	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	0	0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

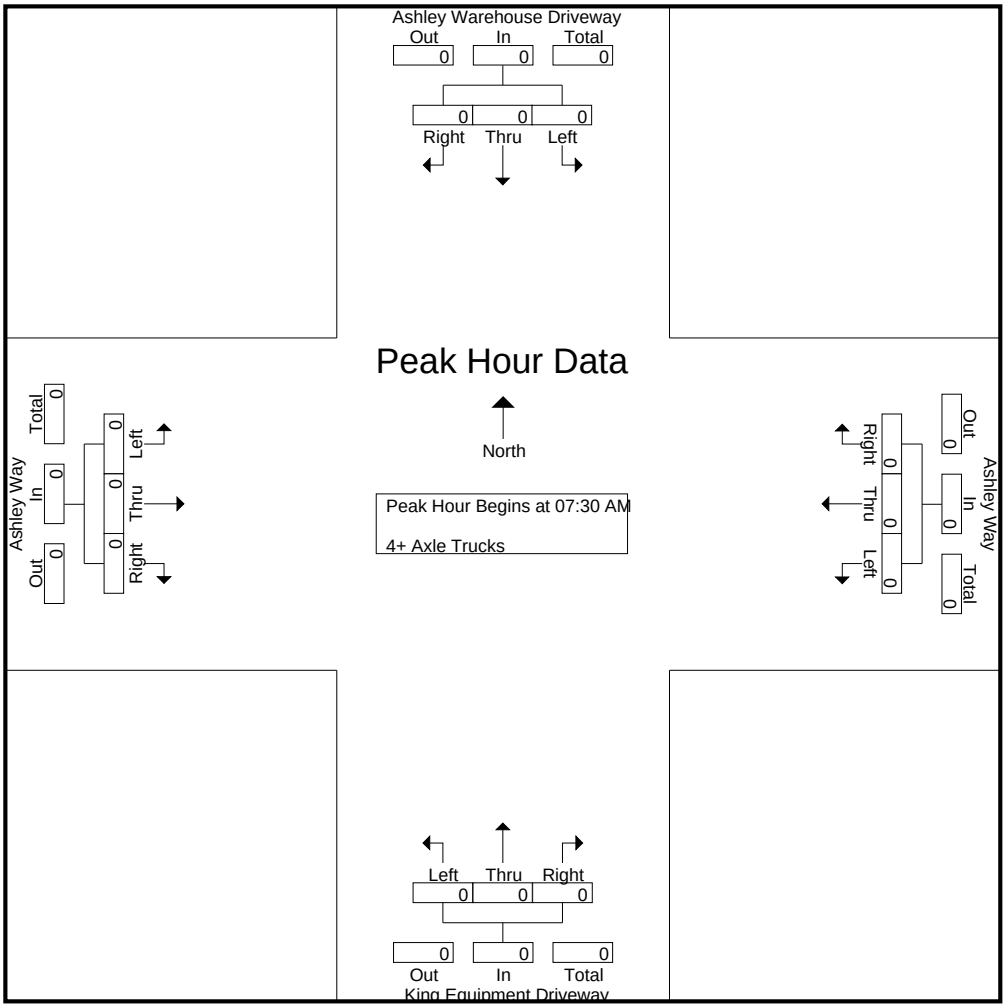
	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	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	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way AM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

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

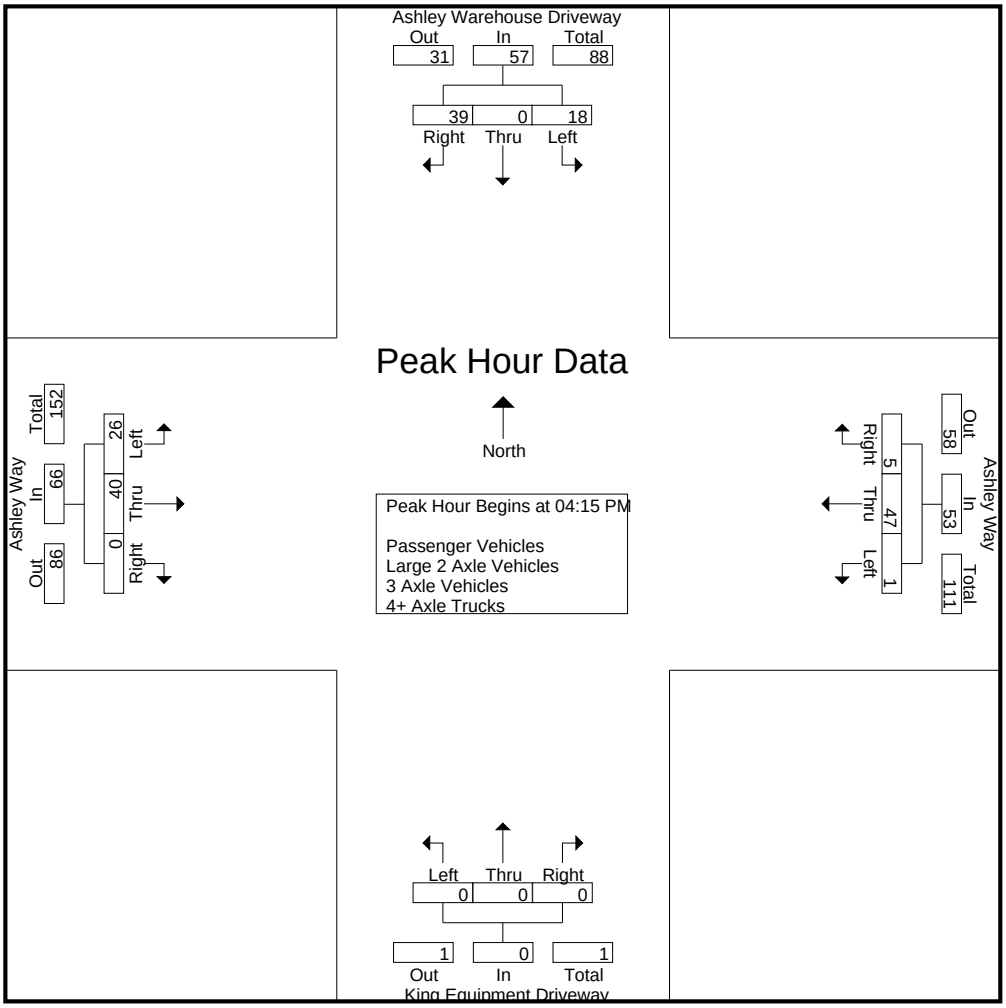
	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	7	8	0	14	1	15	0	0	0	0	4	10	0	14	37
04:15 PM	3	0	4	7	0	10	1	11	0	0	0	0	2	7	0	9	27
04:30 PM	4	0	14	18	1	8	0	9	0	0	0	0	9	13	0	22	49
04:45 PM	5	0	12	17	0	16	1	17	0	0	0	0	9	9	0	18	52
Total	13	0	37	50	1	48	3	52	0	0	0	0	24	39	0	63	165
05:00 PM	6	0	9	15	0	13	3	16	0	0	0	0	6	11	0	17	48
05:15 PM	2	0	4	6	0	9	0	9	0	0	0	0	5	7	0	12	27
05:30 PM	1	0	6	7	0	10	0	10	0	0	0	0	2	13	0	15	32
05:45 PM	0	0	9	9	1	8	0	9	0	0	0	0	1	11	0	12	30
Total	9	0	28	37	1	40	3	44	0	0	0	0	14	42	0	56	137
Grand Total	22	0	65	87	2	88	6	96	0	0	0	0	38	81	0	119	302
Apprch %	25.3	0	74.7		2.1	91.7	6.2		0	0	0		31.9	68.1	0		
Total %	7.3	0	21.5	28.8	0.7	29.1	2	31.8	0	0	0	0	12.6	26.8	0	39.4	
Passenger Vehicles	22	0	64	86	2	80	6	88	0	0	0	0	32	76	0	108	282
% Passenger Vehicles	100	0	98.5	98.9	100	90.9	100	91.7	0	0	0	0	84.2	93.8	0	90.8	93.4
Large 2 Axle Vehicles	0	0	1	1	0	2	0	2	0	0	0	0	6	3	0	9	12
% Large 2 Axle Vehicles	0	0	1.5	1.1	0	2.3	0	2.1	0	0	0	0	15.8	3.7	0	7.6	4
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
% 3 Axle Vehicles	0	0	0	0	0	4.5	0	4.2	0	0	0	0	0	2.5	0	1.7	2
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0	0	0	0	2.3	0	2.1	0	0	0	0	0	0	0	0	0.7

	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	0	4	7	0	10	1	11	0	0	0	0	2	7	0	9	27
04:30 PM	4	0	**14**	**18**	**1**	8	0	9	0	0	0	0	**9**	**13**	0	**22**	49
04:45 PM	5	0	12	17	0	**16**	1	**17**	0	0	0	0	9	9	0	18	**52**
05:00 PM	**6**	0	9	15	0	13	**3**	16	0	0	0	0	6	11	0	17	48
Total Volume	18	0	39	57	1	47	5	53	0	0	0	0	26	40	0	66	176
% App. Total	31.6	0	68.4		1.9	88.7	9.4		0	0	0		39.4	60.6	0		
PHF	.750	.000	.696	.792	.250	.734	.417	.779	.000	.000	.000	.000	.722	.769	.000	.750	.846

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



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

	04:15 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	3	0	4	7	0	10	1	11	0	0	0	0	**9**	**13**	0	**22**
+15 mins.	4	0	**14**	**18**	**1**	8	0	9	0	0	0	0	9	9	0	18
+30 mins.	5	0	12	17	0	**16**	1	**17**	0	0	0	0	6	11	0	17
+45 mins.	**6**	0	9	15	0	13	**3**	16	0	0	0	0	5	7	0	12
Total Volume	18	0	39	57	1	47	5	53	0	0	0	0	29	40	0	69
% App. Total	31.6	0	68.4		1.9	88.7	9.4		0	0	0		42	58	0	
PHF	.750	.000	.696	.792	.250	.734	.417	.779	.000	.000	.000	.000	.806	.769	.000	.784

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Passenger Vehicles

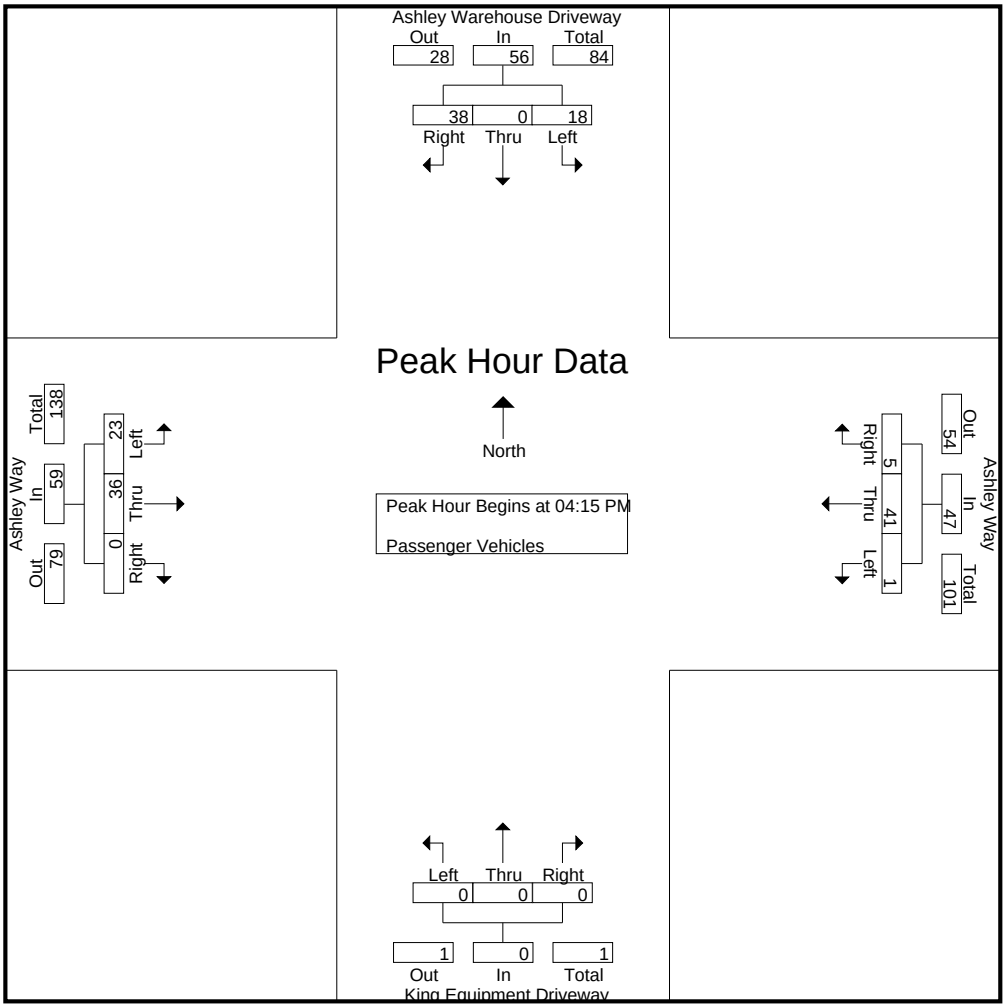
	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	7	8	0	13	1	14	0	0	0	0	2	9	0	11	33
04:15 PM	3	0	4	7	0	9	1	10	0	0	0	0	2	6	0	8	25
04:30 PM	4	0	14	18	1	8	0	9	0	0	0	0	7	11	0	18	45
04:45 PM	5	0	11	16	0	14	1	15	0	0	0	0	9	9	0	18	49
Total	13	0	36	49	1	44	3	48	0	0	0	0	20	35	0	55	152
05:00 PM	6	0	9	15	0	10	3	13	0	0	0	0	5	10	0	15	43
05:15 PM	2	0	4	6	0	9	0	9	0	0	0	0	5	7	0	12	27
05:30 PM	1	0	6	7	0	10	0	10	0	0	0	0	2	13	0	15	32
05:45 PM	0	0	9	9	1	7	0	8	0	0	0	0	0	11	0	11	28
Total	9	0	28	37	1	36	3	40	0	0	0	0	12	41	0	53	130
Grand Total	22	0	64	86	2	80	6	88	0	0	0	0	32	76	0	108	282
Apprch %	25.6	0	74.4		2.3	90.9	6.8		0	0	0		29.6	70.4	0		
Total %	7.8	0	22.7	30.5	0.7	28.4	2.1	31.2	0	0	0	0	11.3	27	0	38.3	

	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	0	4	7	0	9	1	10	0	0	0	0	2	6	0	8	25
04:30 PM	4	0	**14**	**18**	**1**	8	0	9	0	0	0	0	7	**11**	0	**18**	45
04:45 PM	5	0	11	16	0	**14**	1	**15**	0	0	0	0	**9**	9	0	18	**49**
05:00 PM	**6**	0	9	15	0	10	**3**	13	0	0	0	0	5	10	0	15	43
Total Volume	18	0	38	56	1	41	5	47	0	0	0	0	23	36	0	59	162
% App. Total	32.1	0	67.9		2.1	87.2	10.6		0	0	0		39	61	0		
PHF	.750	.000	.679	.778	.250	.732	.417	.783	.000	.000	.000	.000	.639	.818	.000	.819	.827

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	3	0	4	7	0	9	1	10	0	0	0	0	2	6	0	8
+15 mins.	4	0	**14**	**18**	**1**	8	0	9	0	0	0	0	7	**11**	0	**18**
+30 mins.	5	0	11	16	0	**14**	1	**15**	0	0	0	0	**9**	9	0	18
+45 mins.	**6**	0	9	15	0	10	**3**	13	0	0	0	0	5	10	0	15
Total Volume	18	0	38	56	1	41	5	47	0	0	0	0	23	36	0	59
% App. Total	32.1	0	67.9		2.1	87.2	10.6		0	0	0		39	61	0	
PHF	.750	.000	.679	.778	.250	.732	.417	.783	.000	.000	.000	.000	.639	.818	.000	.819

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

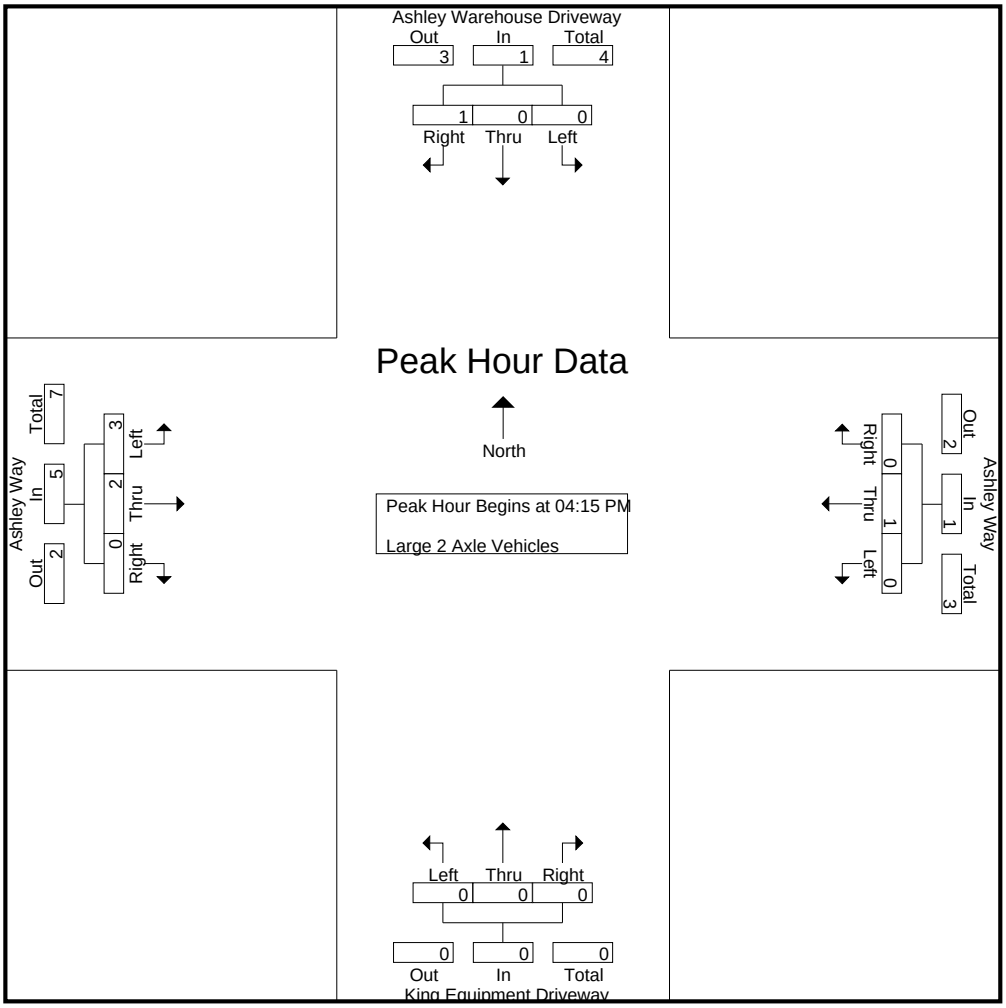
	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	1	0	3	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	1	1	0	2	0	2	0	0	0	0	4	3	0	7	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	1	1	0	2	0	2	0	0	0	0	6	3	0	9	12
Apprch %	0	0	100		0	100	0		0	0	0		66.7	33.3	0		
Total %	0	0	8.3	8.3	0	16.7	0	16.7	0	0	0	0	50	25	0	75	

	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	1	0	**3**	**3**
04:45 PM	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	3	2	0	5	7
% App. Total	0	0	100		0	100	0		0	0	0		60	40	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.375	.500	.000	.417	.583

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	1	0	**3**
+30 mins.	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	3	2	0	5
% App. Total	0	0	100		0	100	0		0	0	0		60	40	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.375	.500	.000	.417

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

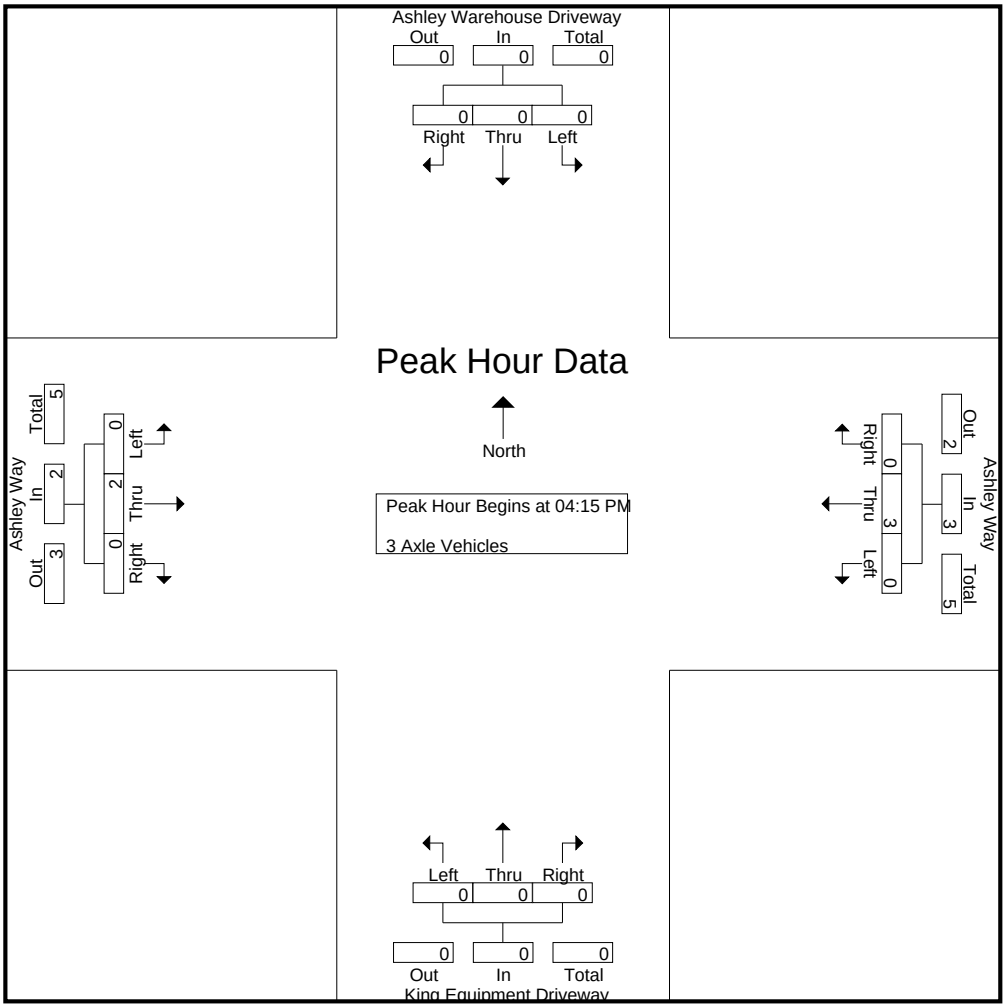
	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	

	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	**3**
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.417

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

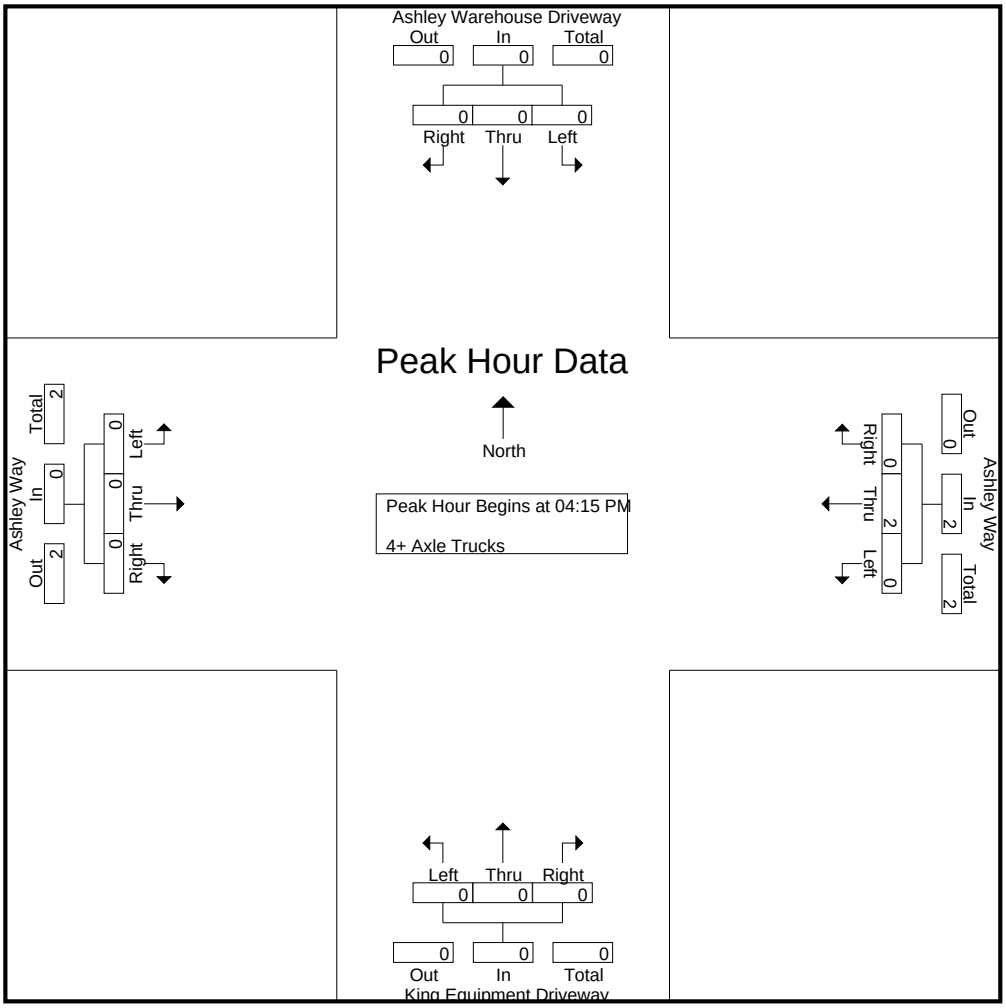
	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Ashley Warehouse Driveway Southbound				Ashley Way Westbound				King Equipment Driveway Northbound				Ashley Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Colton
N/S: Ashley Warehouse Driveway
E/W: Ashley Way
Weather: Clear

File Name : 07_COL_Ashley WH DW_Ashley Way PM
Site Code : 05719023
Start Date : 1/10/2019
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

APPENDIX C

YEAR 2040 WITHOUT PROJECT TRAFFIC VOLUMES

1. S. Mt. Vernon Avenue at Cooley Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	79	NORTHBOUND	
BOUND	THRU	332	IN ...	947
	RIGHT	447	OUT ...	850
SOUTH	LEFT	342	SOUTHBOUND	
BOUND	THRU	410	IN ...	1166
	RIGHT	55	OUT ...	628
EAST	LEFT	14	EASTBOUND	
BOUND	THRU	6	IN ...	34
	RIGHT	14	OUT ...	154
WEST	LEFT	85	WESTBOUND	
BOUND	THRU	20	IN ...	300
	RIGHT	186	OUT ...	815

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	79	82
BOUND	THRU	332	432
	RIGHT	447	465
SOUTH	LEFT	342	374
BOUND	THRU	410	731
	RIGHT	55	61
EAST	LEFT	14	15
BOUND	THRU	6	6
	RIGHT	14	16
WEST	LEFT	85	102
BOUND	THRU	20	21
	RIGHT	186	193

2. S. Via Lata at Cooley Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	0	IN ...	43
	RIGHT	37	OUT ...	174
EAST	LEFT	157	EASTBOUND	
BOUND	THRU	640	IN ...	817
	RIGHT	0	OUT ...	292
WEST	LEFT	17	WESTBOUND	
BOUND	THRU	246	IN ...	273
	RIGHT	5	OUT ...	649

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	37	42
EAST	LEFT	157	169
BOUND	THRU	640	666
	RIGHT	0	0
WEST	LEFT	17	18
BOUND	THRU	246	256
	RIGHT	5	5

3. SB Cooley Drive at Ashley Way

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	335
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	215	IN ...	227
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	115	WESTBOUND	
BOUND	THRU	0	IN ...	115
	RIGHT	0	OUT ...	7

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	7	7
BOUND	THRU	215	224
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	115	120
BOUND	THRU	0	0
	RIGHT	0	0

4. NB Cooley Drive at Ashley Way

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	93	NORTHBOUND	
BOUND	THRU	348	IN ...	519
	RIGHT	70	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	359
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	4	IN ...	5
	RIGHT	0	OUT ...	119
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	26	IN ...	28
	RIGHT	2	OUT ...	74

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	93	97
BOUND	THRU	348	362
	RIGHT	70	73
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	1	1
BOUND	THRU	4	4
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	26	27
	RIGHT	2	2

5. Cooley Drive at E. Via Venita

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	134	NORTHBOUND	
	THRU	178	IN ...	332
	RIGHT	12	OUT ...	226
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	209	IN ...	256
	RIGHT	30	OUT ...	197
EAST BOUND	LEFT	5	EASTBOUND	
	THRU	0	IN ...	17
	RIGHT	8	OUT ...	179
WEST BOUND	LEFT	4	WESTBOUND	
	THRU	3	IN ...	8
	RIGHT	1	OUT ...	13

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	134	139
	THRU	178	188
	RIGHT	12	12
SOUTH BOUND	LEFT	1	1
	THRU	209	217
	RIGHT	30	40
EAST BOUND	LEFT	5	8
	THRU	0	0
	RIGHT	8	9
WEST BOUND	LEFT	4	4
	THRU	3	3
	RIGHT	1	1

6. Ashley Way at Cooley Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	6	NORTHBOUND	
	THRU	0	IN ...	35
	RIGHT	14	OUT ...	55
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	160	IN ...	178
	RIGHT	5	OUT ...	270
WEST BOUND	LEFT	21	WESTBOUND	
	THRU	248	IN ...	314
	RIGHT	0	OUT ...	200

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	6	8
	THRU	0	0
	RIGHT	14	27
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	160	173
	RIGHT	5	8
WEST BOUND	LEFT	21	47
	THRU	248	262
	RIGHT	0	0

1. S. Mt. Vernon Avenue at Cooley Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	38	NORTHBOUND	
BOUND	THRU	502	IN ...	1120
	RIGHT	218	OUT ...	1360
SOUTH	LEFT	301	SOUTHBOUND	
BOUND	THRU	726	IN ...	1364
	RIGHT	30	OUT ...	1370
EAST	LEFT	52	EASTBOUND	
BOUND	THRU	21	IN ...	116
	RIGHT	43	OUT ...	76
WEST	LEFT	328	WESTBOUND	
BOUND	THRU	8	IN ...	769
	RIGHT	407	OUT ...	563

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	38	40
BOUND	THRU	502	851
	RIGHT	218	230
SOUTH	LEFT	301	318
BOUND	THRU	726	1,014
	RIGHT	30	31
EAST	LEFT	52	60
BOUND	THRU	21	22
	RIGHT	43	45
WEST	LEFT	328	341
BOUND	THRU	8	8
	RIGHT	407	459

2. S. Via Lata at Cooley Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	9
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	0	IN ...	150
	RIGHT	132	OUT ...	76
EAST	LEFT	65	EASTBOUND	
BOUND	THRU	462	IN ...	550
	RIGHT	0	OUT ...	730
WEST	LEFT	9	WESTBOUND	
BOUND	THRU	572	IN ...	595
	RIGHT	3	OUT ...	479

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	3	3
BOUND	THRU	0	0
	RIGHT	132	147
EAST	LEFT	65	73
BOUND	THRU	462	480
	RIGHT	0	0
WEST	LEFT	9	9
BOUND	THRU	572	595
	RIGHT	3	3

3. SB Cooley Drive at Ashley Way

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	534
SOUTH	LEFT	12	SOUTHBOUND	
BOUND	THRU	306	IN ...	329
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	217	WESTBOUND	
BOUND	THRU	0	IN ...	217
	RIGHT	0	OUT ...	12

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	12	12
BOUND	THRU	306	318
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	217	226
BOUND	THRU	0	0
	RIGHT	0	0

4. NB Cooley Drive at Ashley Way

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	118	NORTHBOUND	
BOUND	THRU	429	IN ...	619
	RIGHT	58	OUT ...	3
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	458
EAST	LEFT	6	EASTBOUND	
BOUND	THRU	3	IN ...	9
	RIGHT	0	OUT ...	195
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	77	IN ...	89
	RIGHT	9	OUT ...	61

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	118	123
BOUND	THRU	429	446
	RIGHT	58	60
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	6	6
BOUND	THRU	3	3
	RIGHT	0	0
WEST	LEFT	3	3
BOUND	THRU	77	80
	RIGHT	9	9

5. Cooley Drive at E. Via Venita

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	37	NORTHBOUND	
BOUND	THRU	382	IN ...	439
	RIGHT	6	OUT ...	259
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	230	IN ...	262
	RIGHT	12	OUT ...	438
EAST	LEFT	25	EASTBOUND	
BOUND	THRU	0	IN ...	48
	RIGHT	9	OUT ...	56
WEST	LEFT	9	WESTBOUND	
BOUND	THRU	1	IN ...	12
	RIGHT	2	OUT ...	9

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	37	39
BOUND	THRU	382	398
	RIGHT	6	6
SOUTH	LEFT	3	3
BOUND	THRU	230	240
	RIGHT	12	16
EAST	LEFT	25	37
BOUND	THRU	0	0
	RIGHT	9	11
WEST	LEFT	9	9
BOUND	THRU	1	1
	RIGHT	2	2

6. Ashley Way at Cooley Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	0	IN ...	97
	RIGHT	50	OUT ...	46
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	417	IN ...	454
	RIGHT	8	OUT ...	240
WEST	LEFT	9	WESTBOUND	
BOUND	THRU	213	IN ...	266
	RIGHT	0	OUT ...	532

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	10	11
BOUND	THRU	0	0
	RIGHT	50	87
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	417	445
	RIGHT	8	16
WEST	LEFT	9	30
BOUND	THRU	213	229
	RIGHT	0	0

APPENDIX D

EXISTING TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX D-I

EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	27.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	79	332	447	342	410	55	14	6	14	85	20	186
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	79	332	447	342	410	55	14	6	14	85	20	186
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
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]	22	92	124	95	114	15	4	2	4	24	6	52
Total Analysis Volume [veh/h]	88	369	497	380	456	61	16	7	16	94	22	207
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	48	32	0	38	22	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	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
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	7	53	53	26	72	72	14	14	14	14	14
g / C, Green / Cycle	0.07	0.50	0.50	0.24	0.68	0.68	0.14	0.14	0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.05	0.10	0.28	0.22	0.10	0.10	0.01	0.01	0.06	0.01	0.12
s, saturation flow rate [veh/h]	1700	3600	1800	1700	3600	1800	1700	1800	1700	1800	1800
c, Capacity [veh/h]	115	1816	908	413	2449	1225	257	248	256	248	248
d1, Uniform Delay [s]	48.15	14.36	17.80	38.72	5.93	5.93	39.38	39.51	41.29	39.49	44.08
k, delay calibration	0.11	0.50	0.50	0.23	0.50	0.50	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
d2, Incremental Delay [s]	10.26	0.25	2.37	15.69	0.12	0.24	0.10	0.16	0.88	0.15	7.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.20	0.55	0.92	0.14	0.14	0.06	0.09	0.37	0.09	0.83
d, Delay for Lane Group [s/veh]	58.41	14.61	20.17	54.40	6.05	6.17	39.48	39.67	42.17	39.64	51.24
Lane Group LOS	E	B	C	D	A	A	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.58	2.44	8.53	11.19	1.26	1.30	0.37	0.53	2.28	0.51	5.70
50th-Percentile Queue Length [ft/ln]	64.61	61.00	213.36	279.77	31.61	32.53	9.17	13.24	56.94	12.66	142.54
95th-Percentile Queue Length [veh/ln]	4.65	4.39	13.33	16.68	2.28	2.34	0.66	0.95	4.10	0.91	9.62
95th-Percentile Queue Length [ft/ln]	116.30	109.81	333.13	416.93	56.90	58.56	16.50	23.84	102.49	22.79	240.44

Movement, Approach, & Intersection Results

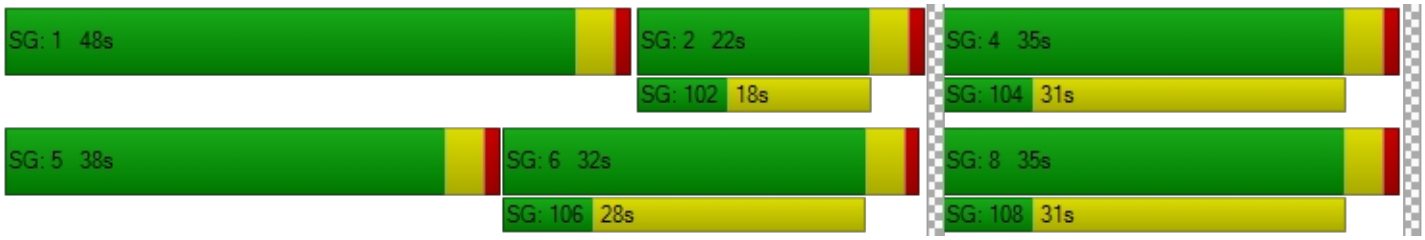
d_M, Delay for Movement [s/veh]	58.41	14.61	20.17	54.40	6.08	6.17	39.48	39.67	39.67	42.17	39.64	51.24
Movement LOS	E	B	C	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	21.54			26.56			39.59			47.81		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	27.73											
Intersection LOS	C											
Intersection V/C	0.694											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	42.08	42.08	42.08
I_p,int, Pedestrian LOS Score for Intersection	2.947	2.725	2.016	2.433
Crosswalk LOS	C	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]	533	343	590	590
d_b, Bicycle Delay [s]	28.23	36.04	26.08	26.08
I_b,int, Bicycle LOS Score for Intersection	2.347	2.053	1.624	2.093
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	24.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	1	37	157	640	17	246	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	37	157	640	17	246	5
Peak Hour Factor	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	44	181	5	70	1
Total Analysis Volume [veh/h]	1	42	178	725	19	279	6
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	0.05	0.14	0.01	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	24.79	9.34	8.28	0.00	14.86	0.00	0.00
Movement LOS	C	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.49	0.00	0.16	0.08	0.00
95th-Percentile Queue Length [ft/ln]	4.21	4.21	12.14	0.00	3.89	1.94	0.00
d_A, Approach Delay [s/veh]	9.70		1.63		0.93		
Approach LOS	A		A		A		
d_I, Intersection Delay [s/veh]	1.74						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.185

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	7	215	115	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	7	215	115	0
Peak Hour Factor	0.9500	0.9500	0.8600	0.8600	0.8600	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	2	63	33	0
Total Analysis Volume [veh/h]	0	0	8	250	134	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.19	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	11.11	0.00
Movement LOS			A	A	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.68	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	16.91	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		11.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.80					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	93	348	70	0	0	0	1	4	0	0	0	26	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	348	70	0	0	0	1	4	0	0	0	26	2
Peak Hour Factor	0.8740	0.8740	0.8740	0.9500	0.9500	0.9500	0.8740	0.8740	0.9500	0.874	0.950	0.874	0.874
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	27	100	20	0	0	0	0	1	0	0	0	7	1
Total Analysis Volume [veh/h]	106	398	80	0	0	0	1	5	0	0	0	30	2
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	15.42	14.95	0.00	14.69	0.00	14.50	10.54
Movement LOS	A	A	A				C	B		B		B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.00	0.24	0.00	0.24	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	1.25	1.25	0.00	5.91	0.00	5.91	0.23
d_A, Approach Delay [s/veh]	0.00			0.00			15.03			14.26			
Approach LOS	A			A			C			B			
d_I, Intersection Delay [s/veh]	0.88												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	21.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	134	178	12	1	209	30	5	0	8	4	3	1
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	134	178	12	1	209	30	5	0	8	4	3	1
Peak Hour Factor	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460
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]	45	60	4	0	70	10	2	0	3	1	1	0
Total Analysis Volume [veh/h]	180	239	16	1	280	40	7	0	11	5	4	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.01	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	8.41	0.00	0.00	7.76	0.00	0.00	19.85	20.94	9.55	19.20	21.38	9.54
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.51	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.13	0.12	0.12	0.12
95th-Percentile Queue Length [ft/ln]	12.73	0.00	0.00	0.06	0.03	0.00	3.20	3.20	3.20	2.93	2.93	2.93
d_A, Approach Delay [s/veh]	3.48			0.02			13.56			19.10		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.49											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	6	14	160	5	21	248
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	6	14	160	5	21	248
Peak Hour Factor	0.7410	0.7410	0.7410	0.7410	0.7410	0.7410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	5	54	2	7	84
Total Analysis Volume [veh/h]	8	19	216	7	28	335
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	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	13.31	9.62	0.00	0.00	7.73	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	3.21	3.21	0.00	0.00	1.59	1.59
d_A, Approach Delay [s/veh]	10.72		0.00		0.60	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.83					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	29.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	38	502	218	301	726	30	52	21	43	328	8	407
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	38	502	218	301	726	30	52	21	43	328	8	407
Peak Hour Factor	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660
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]	11	145	63	87	210	9	15	6	12	95	2	117
Total Analysis Volume [veh/h]	44	580	252	348	838	35	60	24	50	379	9	470
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	37	32	0	28	23	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	95	95	95	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	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	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	4	35	35	21	52	52	27	27	27	27	27
g / C, Green / Cycle	0.04	0.36	0.36	0.22	0.54	0.54	0.29	0.29	0.29	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.03	0.16	0.14	0.20	0.16	0.16	0.04	0.04	0.22	0.01	0.26
s, saturation flow rate [veh/h]	1700	3600	1800	1700	3600	1800	1700	1800	1700	1800	1800
c, Capacity [veh/h]	76	1309	654	381	1955	978	522	515	476	515	515
d1, Uniform Delay [s]	44.53	22.94	22.38	35.97	11.81	11.88	25.10	25.25	31.16	24.33	32.77
k, delay calibration	0.11	0.50	0.50	0.19	0.50	0.50	0.11	0.11	0.22	0.11	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.91	1.09	1.71	14.13	0.38	0.80	0.10	0.13	6.11	0.01	15.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.44	0.39	0.91	0.29	0.30	0.12	0.14	0.80	0.02	0.91
d, Delay for Lane Group [s/veh]	51.44	24.03	24.09	50.10	12.19	12.68	25.20	25.38	37.27	24.35	48.64
Lane Group LOS	D	C	C	D	B	B	C	C	D	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.15	5.01	4.39	9.20	3.25	3.47	1.01	1.25	8.59	0.15	12.42
50th-Percentile Queue Length [ft/ln]	28.86	125.16	109.67	229.88	81.16	86.76	25.17	31.24	214.76	3.66	310.56
95th-Percentile Queue Length [veh/ln]	2.08	8.68	7.82	14.17	5.84	6.25	1.81	2.25	13.40	0.26	18.20
95th-Percentile Queue Length [ft/ln]	51.95	216.90	195.55	354.21	146.09	156.18	45.30	56.24	334.93	6.58	455.06

Movement, Approach, & Intersection Results

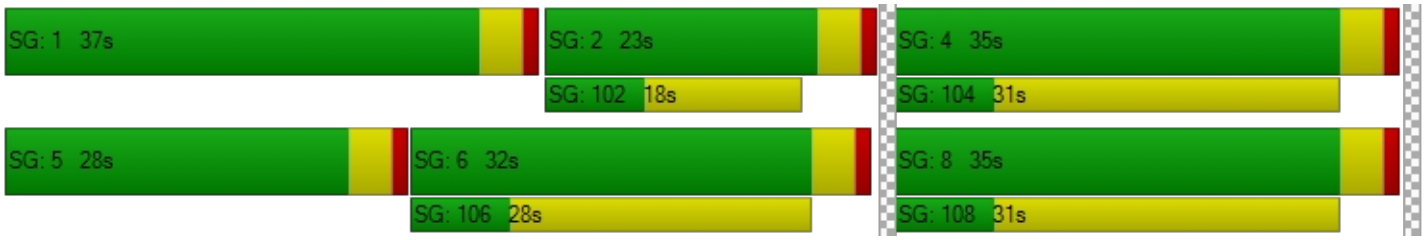
d_M, Delay for Movement [s/veh]	51.44	24.03	24.09	50.10	12.34	12.68	25.20	25.38	25.38	37.27	24.35	48.64
Movement LOS	D	C	C	D	B	B	C	C	C	D	C	D
d_A, Approach Delay [s/veh]	25.43			23.11			25.30			43.36		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	29.49											
Intersection LOS	C											
Intersection V/C	0.718											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	3.434	2.919	2.015	2.495
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	589	400	653	653
d_b, Bicycle Delay [s]	23.63	30.40	21.56	21.56
I_b,int, Bicycle LOS Score for Intersection	2.282	2.231	1.781	2.975
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	36.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	3	132	65	462	9	572	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	132	65	462	9	572	3
Peak Hour Factor	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	46	23	160	3	199	1
Total Analysis Volume [veh/h]	4	183	90	642	13	794	4
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	0.30	0.11	0.01	0.03	0.01	0.00
d_M, Delay for Movement [s/veh]	36.73	14.24	9.93	0.00	13.50	0.00	0.00
Movement LOS	E	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.47	1.47	0.37	0.00	0.09	0.05	0.00
95th-Percentile Queue Length [ft/ln]	36.84	36.84	9.21	0.00	2.30	1.15	0.00
d_A, Approach Delay [s/veh]	14.72		1.22		0.22		
Approach LOS	B		A		A		
d_I, Intersection Delay [s/veh]	2.21						
Intersection LOS	E						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	12	306	217	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	306	217	0
Peak Hour Factor	0.9500	0.9500	0.6960	0.6960	0.6960	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	4	110	78	0
Total Analysis Volume [veh/h]	0	0	17	440	312	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.57	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	19.84	0.00
Movement LOS			A	A	C	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	3.53	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	88.24	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		19.84	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	8.05					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	30.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	118	429	58	0	0	0	6	3	0	3	0	77	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	429	58	0	0	0	6	3	0	3	0	77	9
Peak Hour Factor	0.7270	0.7270	0.7270	0.9500	0.9500	0.9500	0.7270	0.7270	0.9500	0.727	0.950	0.727	0.727
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	41	148	20	0	0	0	2	1	0	1	0	26	3
Total Analysis Volume [veh/h]	162	590	80	0	0	0	8	4	0	4	0	106	12
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00	0.05	0.02	0.00	0.02	0.00	0.39	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	30.71	21.29	0.00	28.17	0.00	26.95	12.27
Movement LOS	A	A	A				D	C		D		D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.22	0.00	1.87	0.00	1.87	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	5.58	5.58	0.00	46.73	0.00	46.73	1.81
d_A, Approach Delay [s/veh]	0.00			0.00			27.57			25.54			
Approach LOS	A			A			D			D			
d_I, Intersection Delay [s/veh]	3.57												
Intersection LOS	D												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	37	382	6	3	230	12	25	0	9	9	1	2
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	37	382	6	3	230	12	25	0	9	9	1	2
Peak Hour Factor	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330
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]	11	115	2	1	69	4	8	0	3	3	0	1
Total Analysis Volume [veh/h]	44	459	7	4	276	14	30	0	11	11	1	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.01	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	7.94	0.00	0.00	8.31	0.00	0.00	15.70	18.43	9.97	16.91	18.07	10.13
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	B
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.00	0.01	0.01	0.00	0.31	0.31	0.31	0.13	0.13	0.13
95th-Percentile Queue Length [ft/ln]	2.69	0.00	0.00	0.28	0.14	0.00	7.78	7.78	7.78	3.21	3.21	3.21
d_A, Approach Delay [s/veh]	0.68			0.11			14.16			16.02		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.38											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	10	50	417	8	9	213
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	10	50	417	8	9	213
Peak Hour Factor	0.8630	0.8630	0.8630	0.8630	0.8630	0.8630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	14	121	2	3	62
Total Analysis Volume [veh/h]	12	58	483	9	10	247
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	0.10	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.69	12.24	0.00	0.00	8.39	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.45	0.45	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	11.33	11.33	0.00	0.00	0.71	0.71
d_A, Approach Delay [s/veh]	12.83		0.00		0.33	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.20					
Intersection LOS	C					

APPENDIX D-II

EXISTING WITH PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	28.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	79	332	478	343	410	55	14	6	14	97	20	186
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	79	332	478	343	410	55	14	6	14	97	20	186
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
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]	22	92	133	95	114	15	4	2	4	27	6	52
Total Analysis Volume [veh/h]	88	369	531	381	456	61	16	7	16	108	22	207
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	40	32	0	38	30	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	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
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	7	53	53	26	72	72	14	14	14	14	14
g / C, Green / Cycle	0.07	0.50	0.50	0.24	0.68	0.68	0.14	0.14	0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.05	0.10	0.30	0.22	0.10	0.10	0.01	0.01	0.06	0.01	0.12
s, saturation flow rate [veh/h]	1700	3600	1800	1700	3600	1800	1700	1800	1700	1800	1800
c, Capacity [veh/h]	114	1814	907	414	2449	1225	258	249	257	249	249
d1, Uniform Delay [s]	48.16	14.40	18.33	38.69	5.93	5.93	39.36	39.49	41.63	39.47	44.06
k, delay calibration	0.11	0.50	0.50	0.23	0.50	0.50	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
d2, Incremental Delay [s]	10.33	0.25	2.76	15.76	0.12	0.24	0.10	0.16	1.10	0.15	7.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.20	0.59	0.92	0.14	0.14	0.06	0.09	0.42	0.09	0.83
d, Delay for Lane Group [s/veh]	58.49	14.65	21.10	54.45	6.05	6.17	39.46	39.65	42.73	39.62	51.16
Lane Group LOS	E	B	C	D	A	A	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.59	2.44	9.42	11.23	1.26	1.30	0.37	0.53	2.64	0.51	5.70
50th-Percentile Queue Length [ft/ln]	64.66	61.12	235.51	280.68	31.62	32.55	9.17	13.24	66.12	12.65	142.41
95th-Percentile Queue Length [veh/ln]	4.66	4.40	14.45	16.72	2.28	2.34	0.66	0.95	4.76	0.91	9.61
95th-Percentile Queue Length [ft/ln]	116.40	110.02	361.35	418.05	56.92	58.59	16.50	23.83	119.02	22.78	240.27

Movement, Approach, & Intersection Results

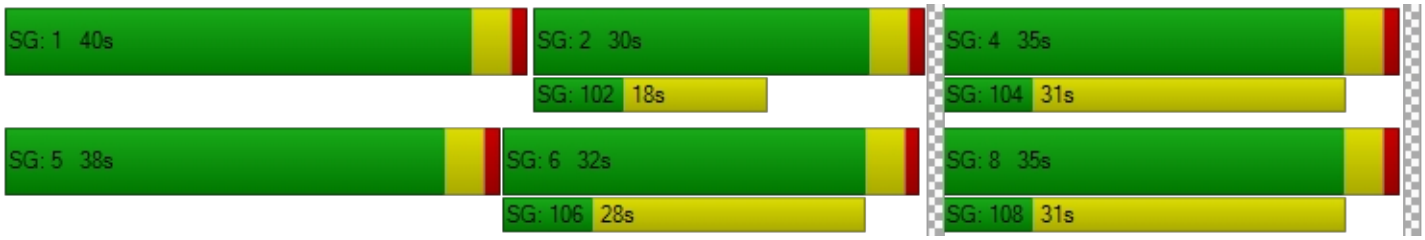
d_M, Delay for Movement [s/veh]	58.49	14.65	21.10	54.45	6.08	6.17	39.46	39.65	39.65	42.73	39.62	51.16
Movement LOS	E	B	C	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	22.02			26.61			39.57			47.71		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	27.97											
Intersection LOS	C											
Intersection V/C	0.716											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	42.08	42.08	42.08
I_p,int, Pedestrian LOS Score for Intersection	2.973	2.725	2.016	2.444
Crosswalk LOS	C	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]	533	495	590	590
d_b, Bicycle Delay [s]	28.23	29.72	26.08	26.08
I_b,int, Bicycle LOS Score for Intersection	2.375	2.054	1.624	2.116
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	25.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	1	37	157	672	17	258	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	37	157	672	17	258	5
Peak Hour Factor	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	44	190	5	73	1
Total Analysis Volume [veh/h]	1	42	178	761	19	292	6
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	0.05	0.14	0.01	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	25.83	9.39	8.33	0.00	15.45	0.00	0.00
Movement LOS	D	A	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.49	0.00	0.16	0.08	0.00
95th-Percentile Queue Length [ft/ln]	4.27	4.27	12.29	0.00	4.12	2.06	0.00
d_A, Approach Delay [s/veh]	9.77		1.58		0.93		
Approach LOS	A		A		A		
d_I, Intersection Delay [s/veh]	1.69						
Intersection LOS	D						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.207

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	10	215	127	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	10	215	127	0
Peak Hour Factor	0.9500	0.9500	0.8600	0.8600	0.8600	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	3	63	37	0
Total Analysis Volume [veh/h]	0	0	12	250	148	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.21	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	11.34	0.00
Movement LOS			A	A	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.77	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	19.35	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		11.34	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.09					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	93	348	102	0	0	0	1	7	0	0	0	38	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	348	102	0	0	0	1	7	0	0	0	38	2
Peak Hour Factor	0.8740	0.8740	0.8740	0.9500	0.9500	0.9500	0.8740	0.8740	0.9500	0.874	0.950	0.874	0.874
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	27	100	29	0	0	0	0	2	0	0	0	11	1
Total Analysis Volume [veh/h]	106	398	117	0	0	0	1	8	0	0	0	43	2
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.11	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	16.21	15.56	0.00	15.11	0.00	14.84	10.54
Movement LOS	A	A	A				C	C		C		B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.00	0.35	0.00	0.35	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	1.99	1.99	0.00	8.75	0.00	8.75	0.23
d_A, Approach Delay [s/veh]	0.00			0.00			15.63			14.65			
Approach LOS	A			A			C			B			
d_I, Intersection Delay [s/veh]	1.18												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	21.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	134	178	12	1	212	30	5	0	8	4	3	1
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	134	178	12	1	212	30	5	0	8	4	3	1
Peak Hour Factor	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460	0.7460
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]	45	60	4	0	71	10	2	0	3	1	1	0
Total Analysis Volume [veh/h]	180	239	16	1	284	40	7	0	11	5	4	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.01	0.02	0.02	0.00
d_M, Delay for Movement [s/veh]	8.42	0.00	0.00	7.76	0.00	0.00	19.96	21.04	9.57	19.26	21.48	9.54
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.51	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.13	0.12	0.12	0.12
95th-Percentile Queue Length [ft/ln]	12.78	0.00	0.00	0.06	0.03	0.00	3.22	3.22	3.22	2.94	2.94	2.94
d_A, Approach Delay [s/veh]	3.48			0.02			13.61			19.17		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.49											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	6	15	160	5	21	251
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	6	15	160	5	21	251
Peak Hour Factor	0.7410	0.7410	0.7410	0.7410	0.7410	0.7410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	5	54	2	7	85
Total Analysis Volume [veh/h]	8	20	216	7	28	339
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	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	13.36	9.63	0.00	0.00	7.73	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	3.32	3.32	0.00	0.00	1.59	1.59
d_A, Approach Delay [s/veh]	10.70		0.00		0.59	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.83					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	30.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	38	502	231	301	726	30	52	21	43	361	8	408
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	38	502	231	301	726	30	52	21	43	361	8	408
Peak Hour Factor	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660
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]	11	145	67	87	210	9	15	6	12	104	2	118
Total Analysis Volume [veh/h]	44	580	267	348	838	35	60	24	50	417	9	471
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	37	32	0	28	23	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	95	95	95	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	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	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	4	34	34	21	52	52	27	27	27	27	27
g / C, Green / Cycle	0.04	0.36	0.36	0.22	0.54	0.54	0.29	0.29	0.29	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.03	0.16	0.15	0.20	0.16	0.16	0.04	0.04	0.25	0.01	0.26
s, saturation flow rate [veh/h]	1700	3600	1800	1700	3600	1800	1700	1800	1700	1800	1800
c, Capacity [veh/h]	76	1306	653	381	1952	976	523	517	477	517	517
d1, Uniform Delay [s]	44.53	23.01	22.66	35.97	11.86	11.92	25.04	25.19	32.00	24.27	32.71
k, delay calibration	0.11	0.50	0.50	0.19	0.50	0.50	0.11	0.11	0.27	0.11	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.91	1.10	1.90	14.13	0.39	0.80	0.10	0.13	11.70	0.01	15.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.44	0.41	0.91	0.30	0.30	0.11	0.14	0.87	0.02	0.91
d, Delay for Lane Group [s/veh]	51.44	24.11	24.56	50.10	12.24	12.73	25.13	25.31	43.70	24.29	48.50
Lane Group LOS	D	C	C	D	B	B	C	C	D	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.15	5.02	4.71	9.20	3.25	3.48	1.01	1.25	10.36	0.15	12.43
50th-Percentile Queue Length [ft/ln]	28.86	125.38	117.79	229.88	81.37	86.98	25.13	31.20	258.89	3.65	310.78
95th-Percentile Queue Length [veh/ln]	2.08	8.69	8.27	14.17	5.86	6.26	1.81	2.25	15.63	0.26	18.21
95th-Percentile Queue Length [ft/ln]	51.95	217.20	206.78	354.21	146.46	156.57	45.23	56.15	390.83	6.57	455.34

Movement, Approach, & Intersection Results

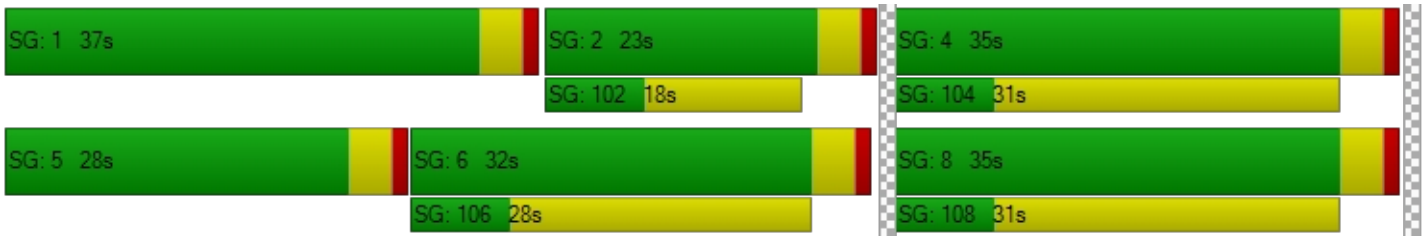
d_M, Delay for Movement [s/veh]	51.44	24.11	24.56	50.10	12.39	12.73	25.13	25.31	25.31	43.70	24.29	48.50
Movement LOS	D	C	C	D	B	B	C	C	C	D	C	D
d_A, Approach Delay [s/veh]	25.59			23.15			25.23			46.03		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	30.46											
Intersection LOS	C											
Intersection V/C	0.718											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	3.495	2.919	2.015	2.508
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	589	400	653	653
d_b, Bicycle Delay [s]	23.63	30.40	21.56	21.56
I_b,int, Bicycle LOS Score for Intersection	2.295	2.231	1.781	3.040
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	39.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	3	132	65	476	9	606	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	132	65	476	9	606	3
Peak Hour Factor	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200	0.7200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	46	23	165	3	210	1
Total Analysis Volume [veh/h]	4	183	90	661	13	842	4
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	0.32	0.11	0.01	0.03	0.01	0.00
d_M, Delay for Movement [s/veh]	39.91	14.81	10.17	0.00	13.76	0.00	0.00
Movement LOS	E	B	B	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.56	1.56	0.39	0.00	0.09	0.05	0.00
95th-Percentile Queue Length [ft/ln]	39.08	39.08	9.65	0.00	2.37	1.18	0.00
d_A, Approach Delay [s/veh]	15.35		1.22		0.21		
Approach LOS	C		A		A		
d_I, Intersection Delay [s/veh]	2.21						
Intersection LOS	E						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	23.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.661

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	13	306	251	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	13	306	251	0
Peak Hour Factor	0.9500	0.9500	0.6960	0.6960	0.6960	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	5	110	90	0
Total Analysis Volume [veh/h]	0	0	19	440	361	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.66	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	23.53	0.00
Movement LOS			A	A	C	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	4.84	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	121.02	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		23.53	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	10.36					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	39.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.071

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	118	429	72	0	0	0	6	4	0	3	0	111	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	429	72	0	0	0	6	4	0	3	0	111	9
Peak Hour Factor	0.7270	0.7270	0.7270	0.9500	0.9500	0.9500	0.7270	0.7270	0.9500	0.727	0.950	0.727	0.727
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	41	148	25	0	0	0	2	1	0	1	0	38	3
Total Analysis Volume [veh/h]	162	590	99	0	0	0	8	6	0	4	0	153	12
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00	0.07	0.03	0.00	0.02	0.00	0.56	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	39.54	22.71	0.00	36.20	0.00	34.86	12.27
Movement LOS	A	A	A				E	C		E		D	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.31	0.00	3.33	0.00	3.33	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	7.83	7.83	0.00	83.25	0.00	83.25	1.81
d_A, Approach Delay [s/veh]	0.00			0.00			32.33			33.29			
Approach LOS	A			A			D			D			
d_I, Intersection Delay [s/veh]	5.88												
Intersection LOS	E												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	37	382	6	3	231	12	25	0	9	9	1	2
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	37	382	6	3	231	12	25	0	9	9	1	2
Peak Hour Factor	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330
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]	11	115	2	1	69	4	8	0	3	3	0	1
Total Analysis Volume [veh/h]	44	459	7	4	277	14	30	0	11	11	1	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.01	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	7.94	0.00	0.00	8.31	0.00	0.00	15.72	18.45	9.98	16.92	18.09	10.14
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	B
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.00	0.01	0.01	0.00	0.31	0.31	0.31	0.13	0.13	0.13
95th-Percentile Queue Length [ft/ln]	2.69	0.00	0.00	0.28	0.14	0.00	7.79	7.79	7.79	3.21	3.21	3.21
d_A, Approach Delay [s/veh]	0.69			0.11			14.18			16.03		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.38											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	10	54	417	8	9	214
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	10	54	417	8	9	214
Peak Hour Factor	0.8630	0.8630	0.8630	0.8630	0.8630	0.8630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	16	121	2	3	62
Total Analysis Volume [veh/h]	12	63	483	9	10	248
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	0.11	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.78	12.31	0.00	0.00	8.39	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.49	0.49	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	12.19	12.19	0.00	0.00	0.71	0.71
d_A, Approach Delay [s/veh]	12.87		0.00		0.33	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	C					

APPENDIX D-III

EXISTING WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS

THIS PAGE LEFT BLANK INTENTIONALLY

APPENDIX E

YEAR 2021 TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX E-I

YEAR 2021 WITHOUT PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	27.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	82	359	465	356	444	57	15	6	15	88	21	193
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	82	359	465	356	444	57	15	6	15	88	21	193
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	94	122	94	117	15	4	2	4	23	6	51
Total Analysis Volume [veh/h]	86	378	489	375	467	60	16	6	16	93	22	203
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	39	32	0	38	31	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	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
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	7	54	54	25	72	72	14	14	14	14	14
g / C, Green / Cycle	0.07	0.51	0.51	0.24	0.68	0.68	0.14	0.14	0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.05	0.11	0.27	0.22	0.10	0.10	0.01	0.01	0.05	0.01	0.11
s, saturation flow rate [veh/h]	1700	3600	1800	1700	3600	1800	1700	1800	1700	1800	1800
c, Capacity [veh/h]	112	1835	917	409	2463	1231	253	244	253	244	244
d1, Uniform Delay [s]	48.24	14.10	17.33	38.86	5.80	5.80	39.58	39.70	41.48	39.70	44.19
k, delay calibration	0.11	0.50	0.50	0.22	0.50	0.50	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
d2, Incremental Delay [s]	10.47	0.25	2.22	15.32	0.12	0.24	0.10	0.16	0.89	0.16	7.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.21	0.53	0.92	0.14	0.14	0.06	0.09	0.37	0.09	0.83
d, Delay for Lane Group [s/veh]	58.71	14.36	19.54	54.19	5.92	6.05	39.69	39.85	42.37	39.85	51.36
Lane Group LOS	E	B	B	D	A	A	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.53	2.47	8.23	11.01	1.27	1.31	0.37	0.51	2.26	0.51	5.59
50th-Percentile Queue Length [ft/ln]	63.34	61.86	205.65	275.25	31.72	32.73	9.20	12.70	56.48	12.70	139.87
95th-Percentile Queue Length [veh/ln]	4.56	4.45	12.93	16.45	2.28	2.36	0.66	0.91	4.07	0.91	9.47
95th-Percentile Queue Length [ft/ln]	114.01	111.35	323.24	411.29	57.10	58.91	16.56	22.86	101.66	22.86	236.84

Movement, Approach, & Intersection Results

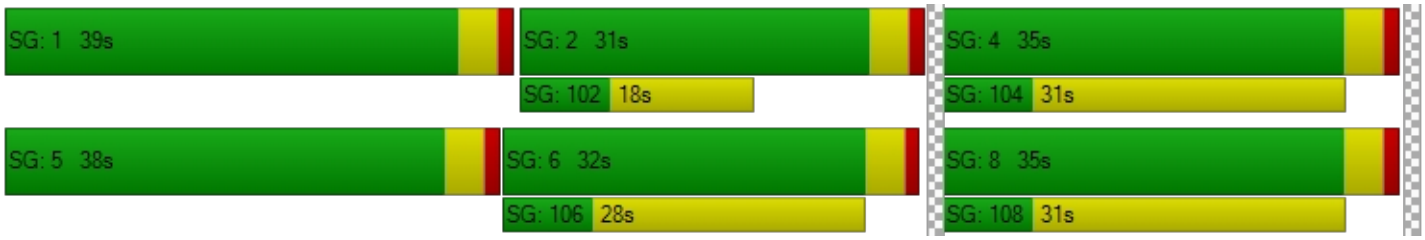
d_M, Delay for Movement [s/veh]	58.71	14.36	19.54	54.19	5.95	6.05	39.69	39.85	39.85	42.37	39.85	51.36
Movement LOS	E	B	B	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	21.02			26.01			39.78			47.93		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	27.25											
Intersection LOS	C											
Intersection V/C	0.683											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	42.08	42.08	42.08
I_p,int, Pedestrian LOS Score for Intersection	2.946	2.726	2.014	2.428
Crosswalk LOS	C	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]	533	514	590	590
d_b, Bicycle Delay [s]	28.23	28.97	26.08	26.08
I_b,int, Bicycle LOS Score for Intersection	2.346	2.056	1.622	2.084
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	23.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	1	38	163	666	18	256	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	38	163	666	18	256	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	43	175	5	67	1
Total Analysis Volume [veh/h]	1	40	172	701	19	269	5
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	0.05	0.13	0.01	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	23.62	9.29	8.23	0.00	14.48	0.00	0.00
Movement LOS	C	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.46	0.00	0.15	0.07	0.00
95th-Percentile Queue Length [ft/ln]	3.96	3.96	11.54	0.00	3.74	1.87	0.00
d_A, Approach Delay [s/veh]	9.64		1.62		0.94		
Approach LOS	A		A		A		
d_I, Intersection Delay [s/veh]	1.73						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.171

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	7	224	120	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	7	224	120	0
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	2	59	32	0
Total Analysis Volume [veh/h]	0	0	7	236	126	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.17	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	10.88	0.00
Movement LOS			A	A	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.61	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	15.31	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.88	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.71					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	97	362	73	0	0	0	1	4	0	0	0	27	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	362	73	0	0	0	1	4	0	0	0	27	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.950	0.950	0.950	0.950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	26	95	19	0	0	0	0	1	0	0	0	7	1
Total Analysis Volume [veh/h]	102	381	77	0	0	0	1	4	0	0	0	28	2
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	14.90	14.56	0.00	14.23	0.00	14.13	10.42
Movement LOS	A	A	A				B	B		B		B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.00	0.21	0.00	0.21	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	5.30	0.00	5.30	0.23
d_A, Approach Delay [s/veh]	0.00			0.00			14.63			13.88			
Approach LOS	A			A			B			B			
d_I, Intersection Delay [s/veh]	0.82												
Intersection LOS	B												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	17.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	139	185	12	1	217	31	5	0	8	4	3	1
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	139	185	12	1	217	31	5	0	8	4	3	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	49	3	0	57	8	1	0	2	1	1	0
Total Analysis Volume [veh/h]	146	195	13	1	228	33	5	0	8	4	3	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	8.12	0.00	0.00	7.65	0.00	0.00	16.16	17.10	9.19	15.74	17.33	9.11
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.38	0.00	0.00	0.00	0.00	0.00	0.07	0.07	0.07	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	9.46	0.00	0.00	0.06	0.03	0.00	1.86	1.86	1.86	1.75	1.75	1.75
d_A, Approach Delay [s/veh]	3.35			0.03			11.87			15.51		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.31											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	6	15	166	5	22	258
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	6	15	166	5	22	258
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	4	44	1	6	68
Total Analysis Volume [veh/h]	6	16	175	5	23	272
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	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.03	9.31	0.00	0.00	7.62	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	2.31	2.31	0.00	0.00	1.26	1.26
d_A, Approach Delay [s/veh]	10.05		0.00		0.59	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.80					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	28.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	40	555	227	313	785	31	54	22	45	341	8	423
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	40	555	227	313	785	31	54	22	45	341	8	423
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	146	60	82	207	8	14	6	12	90	2	111
Total Analysis Volume [veh/h]	42	584	239	329	826	33	57	23	47	359	8	445
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	36	32	0	28	24	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	95	95	95	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	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	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	4	37	37	20	53	53	26	26	26	26	26
g / C, Green / Cycle	0.04	0.39	0.39	0.21	0.56	0.56	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.02	0.16	0.13	0.19	0.16	0.16	0.03	0.04	0.21	0.00	0.25
s, saturation flow rate [veh/h]	1700	3600	1800	1700	3600	1800	1700	1800	1700	1800	1800
c, Capacity [veh/h]	74	1392	696	363	2005	1002	501	492	456	492	492
d1, Uniform Delay [s]	44.58	21.33	20.61	36.44	11.07	11.14	25.95	26.10	31.80	25.19	33.32
k, delay calibration	0.11	0.50	0.50	0.17	0.50	0.50	0.11	0.11	0.19	0.11	0.27
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.73	0.93	1.35	12.35	0.35	0.74	0.10	0.13	5.32	0.01	14.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	0.42	0.34	0.91	0.28	0.29	0.11	0.14	0.79	0.02	0.90
d, Delay for Lane Group [s/veh]	51.31	22.26	21.95	48.79	11.43	11.87	26.05	26.23	37.12	25.21	47.54
Lane Group LOS	D	C	C	D	B	B	C	C	D	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.10	4.81	3.92	8.54	3.06	3.27	0.97	1.20	8.09	0.13	11.58
50th-Percentile Queue Length [ft/ln]	27.54	120.36	98.12	213.46	76.43	81.80	24.37	30.12	202.25	3.32	289.40
95th-Percentile Queue Length [veh/ln]	1.98	8.41	7.06	13.33	5.50	5.89	1.75	2.17	12.75	0.24	17.16
95th-Percentile Queue Length [ft/ln]	49.57	210.32	176.61	333.26	137.58	147.24	43.87	54.21	318.86	5.97	428.90

Movement, Approach, & Intersection Results

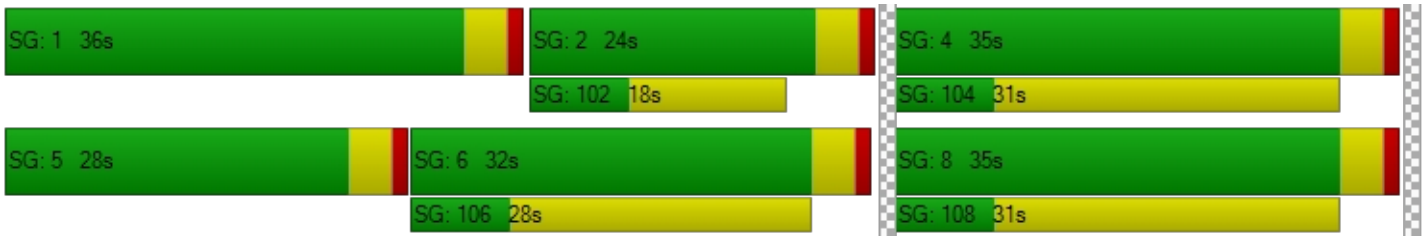
d_M, Delay for Movement [s/veh]	51.31	22.26	21.95	48.79	11.57	11.87	26.05	26.23	26.23	37.12	25.21	47.54
Movement LOS	D	C	C	D	B	B	C	C	C	D	C	D
d_A, Approach Delay [s/veh]	23.59			21.89			26.15			42.71		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	28.21											
Intersection LOS	C											
Intersection V/C	0.690											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	3.399	2.906	2.011	2.475
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	589	421	653	653
d_b, Bicycle Delay [s]	23.63	29.61	21.56	21.56
I_b,int, Bicycle LOS Score for Intersection	2.273	2.213	1.769	2.899
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	24.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	3	137	68	480	9	595	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	137	68	480	9	595	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	36	18	126	2	157	1
Total Analysis Volume [veh/h]	3	144	72	505	9	626	3
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	0.21	0.08	0.01	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	24.27	11.89	9.10	0.00	11.80	0.00	0.00
Movement LOS	C	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.86	0.86	0.25	0.00	0.05	0.03	0.00
95th-Percentile Queue Length [ft/ln]	21.61	21.61	6.14	0.00	1.27	0.64	0.00
d_A, Approach Delay [s/veh]	12.15		1.14		0.17		
Approach LOS	B		A		A		
d_I, Intersection Delay [s/veh]	1.87						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.373

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	12	318	226	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	318	226	0
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	3	84	59	0
Total Analysis Volume [veh/h]	0	0	13	335	238	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.37	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	13.96	0.00
Movement LOS			A	A	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	1.73	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	43.15	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		13.96	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.67					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	20.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	123	446	60	0	0	0	6	3	0	3	0	80	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	446	60	0	0	0	6	3	0	3	0	80	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.950	0.950	0.950	0.950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	32	117	16	0	0	0	2	1	0	1	0	21	2
Total Analysis Volume [veh/h]	129	469	63	0	0	0	6	3	0	3	0	84	9
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00	0.01	0.00	0.24	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	20.30	16.66	0.00	19.10	0.00	18.66	11.15
Movement LOS	A	A	A				C	C		C		C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.00	0.97	0.00	0.97	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	2.63	2.63	0.00	24.14	0.00	24.14	1.15
d_A, Approach Delay [s/veh]	0.00			0.00			19.09			17.97			
Approach LOS	A			A			C			C			
d_I, Intersection Delay [s/veh]	2.48												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	38	397	6	3	239	12	26	0	9	9	1	2
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	38	397	6	3	239	12	26	0	9	9	1	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	104	2	1	63	3	7	0	2	2	0	1
Total Analysis Volume [veh/h]	40	418	6	3	252	13	27	0	9	9	1	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.01	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	7.87	0.00	0.00	8.19	0.00	0.00	14.59	16.92	9.68	15.55	16.64	9.84
Movement LOS	A	A	A	A	A	A	B	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.01	0.00	0.00	0.25	0.25	0.25	0.10	0.10	0.10
95th-Percentile Queue Length [ft/ln]	2.39	0.00	0.00	0.20	0.10	0.00	6.24	6.24	6.24	2.42	2.42	2.42
d_A, Approach Delay [s/veh]	0.68			0.09			13.36			14.69		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.28											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	10	52	434	8	9	222
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	10	52	434	8	9	222
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	14	114	2	2	58
Total Analysis Volume [veh/h]	11	55	457	8	9	234
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	0.09	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.00	11.88	0.00	0.00	8.31	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	10.11	10.11	0.00	0.00	0.62	0.62
d_A, Approach Delay [s/veh]	12.40		0.00		0.31	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.15					
Intersection LOS	C					

APPENDIX E-II

YEAR 2021 WITH PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	27.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.704

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	82	359	496	357	444	57	15	6	15	100	21	193
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	82	359	496	357	444	57	15	6	15	100	21	193
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	94	131	94	117	15	4	2	4	26	6	51
Total Analysis Volume [veh/h]	86	378	522	376	467	60	16	6	16	105	22	203
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	48	32	0	38	22	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	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
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	7	53	53	25	72	72	14	14	14	14	14
g / C, Green / Cycle	0.07	0.51	0.51	0.24	0.68	0.68	0.14	0.14	0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.05	0.11	0.29	0.22	0.10	0.10	0.01	0.01	0.06	0.01	0.11
s, saturation flow rate [veh/h]	1700	3600	1800	1700	3600	1800	1700	1800	1700	1800	1800
c, Capacity [veh/h]	112	1832	916	410	2462	1231	254	245	254	245	245
d1, Uniform Delay [s]	48.23	14.14	17.83	38.83	5.81	5.81	39.57	39.68	41.77	39.68	44.18
k, delay calibration	0.11	0.50	0.50	0.22	0.50	0.50	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
d2, Incremental Delay [s]	10.38	0.26	2.57	15.40	0.12	0.24	0.10	0.16	1.08	0.16	7.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.21	0.57	0.92	0.14	0.14	0.06	0.09	0.41	0.09	0.83
d, Delay for Lane Group [s/veh]	58.61	14.40	20.40	54.23	5.94	6.06	39.67	39.84	42.85	39.84	51.28
Lane Group LOS	E	B	C	D	A	A	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.53	2.48	9.06	11.05	1.27	1.31	0.37	0.51	2.57	0.51	5.59
50th-Percentile Queue Length [ft/ln]	63.28	61.98	226.48	276.15	31.77	32.77	9.20	12.70	64.35	12.70	139.76
95th-Percentile Queue Length [veh/ln]	4.56	4.46	14.00	16.50	2.29	2.36	0.66	0.91	4.63	0.91	9.47
95th-Percentile Queue Length [ft/ln]	113.90	111.56	349.88	412.42	57.18	58.98	16.55	22.85	115.84	22.85	236.70

Movement, Approach, & Intersection Results

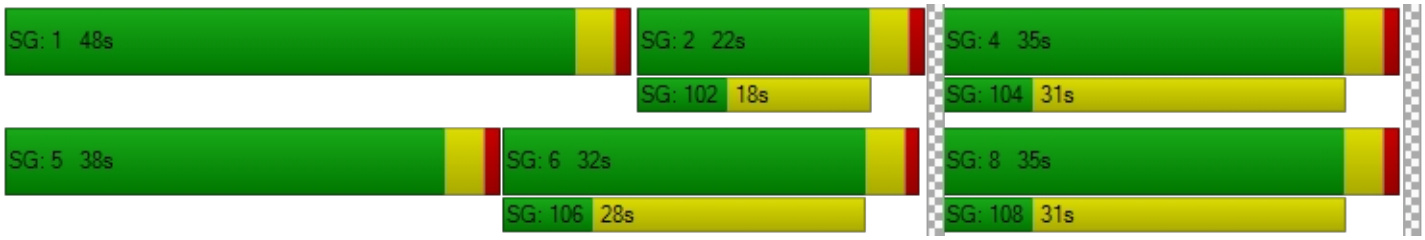
d_M, Delay for Movement [s/veh]	58.61	14.40	20.40	54.23	5.97	6.06	39.67	39.84	39.84	42.85	39.84	51.28
Movement LOS	E	B	C	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	21.43			26.07			39.77			47.84		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	27.46											
Intersection LOS	C											
Intersection V/C	0.704											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	42.08	42.08	42.08
I_p,int, Pedestrian LOS Score for Intersection	2.970	2.727	2.014	2.439
Crosswalk LOS	C	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]	533	343	590	590
d_b, Bicycle Delay [s]	28.23	36.04	26.08	26.08
I_b,int, Bicycle LOS Score for Intersection	2.373	2.056	1.622	2.104
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	24.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	1	38	163	698	18	268	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	38	163	698	18	268	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	43	184	5	71	1
Total Analysis Volume [veh/h]	1	40	172	735	19	282	5
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	0.05	0.14	0.01	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	24.56	9.34	8.27	0.00	15.02	0.00	0.00
Movement LOS	C	A	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.47	0.00	0.16	0.08	0.00
95th-Percentile Queue Length [ft/ln]	4.02	4.02	11.69	0.00	3.95	1.98	0.00
d_A, Approach Delay [s/veh]	9.71		1.57		0.93		
Approach LOS	A		A		A		
d_I, Intersection Delay [s/veh]	1.68						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.190

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	10	224	132	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	10	224	132	0
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	3	59	35	0
Total Analysis Volume [veh/h]	0	0	11	236	139	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.19	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	11.08	0.00
Movement LOS			A	A	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.70	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	17.45	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		11.08	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.99					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	97	362	105	0	0	0	1	7	0	0	0	39	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	362	105	0	0	0	1	7	0	0	0	39	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.950	0.950	0.950	0.950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	26	95	28	0	0	0	0	2	0	0	0	10	1
Total Analysis Volume [veh/h]	102	381	111	0	0	0	1	7	0	0	0	41	2
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.10	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	15.61	15.09	0.00	14.62	0.00	14.44	10.42
Movement LOS	A	A	A				C	C		B		B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.07	0.00	0.32	0.00	0.32	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	1.69	1.69	0.00	8.01	0.00	8.01	0.23
d_A, Approach Delay [s/veh]	0.00			0.00			15.16			14.25			
Approach LOS	A			A			C			B			
d_I, Intersection Delay [s/veh]	1.14												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	139	185	12	1	220	31	5	0	8	4	3	1
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	139	185	12	1	220	31	5	0	8	4	3	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	49	3	0	58	8	1	0	2	1	1	0
Total Analysis Volume [veh/h]	146	195	13	1	232	33	5	0	8	4	3	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	8.13	0.00	0.00	7.65	0.00	0.00	16.24	17.17	9.20	15.78	17.41	9.11
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.38	0.00	0.00	0.00	0.00	0.00	0.07	0.07	0.07	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	9.50	0.00	0.00	0.06	0.03	0.00	1.87	1.87	1.87	1.76	1.76	1.76
d_A, Approach Delay [s/veh]	3.35			0.03			11.91			15.56		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.30											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	6	16	166	5	22	261
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	6	16	166	5	22	261
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	4	44	1	6	69
Total Analysis Volume [veh/h]	6	17	175	5	23	275
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	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.07	9.32	0.00	0.00	7.62	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	0.05
95th-Percentile Queue Length [ft/ln]	2.41	2.41	0.00	0.00	1.26	1.26
d_A, Approach Delay [s/veh]	10.03		0.00		0.59	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.81					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	29.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.691

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	40	555	240	313	785	31	54	22	45	374	8	424
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	40	555	240	313	785	31	54	22	45	374	8	424
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	146	63	82	207	8	14	6	12	98	2	112
Total Analysis Volume [veh/h]	42	584	253	329	826	33	57	23	47	394	8	446
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	36	32	0	28	24	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	95	95	95	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	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	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	4	37	37	20	53	53	26	26	26	26	26
g / C, Green / Cycle	0.04	0.39	0.39	0.21	0.56	0.56	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.02	0.16	0.14	0.19	0.16	0.16	0.03	0.04	0.23	0.00	0.25
s, saturation flow rate [veh/h]	1700	3600	1800	1700	3600	1800	1700	1800	1700	1800	1800
c, Capacity [veh/h]	74	1389	694	363	2001	1001	502	494	458	494	494
d1, Uniform Delay [s]	44.58	21.39	20.86	36.44	11.12	11.18	25.89	26.03	32.57	25.13	33.26
k, delay calibration	0.11	0.50	0.50	0.17	0.50	0.50	0.11	0.11	0.24	0.11	0.28
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.73	0.94	1.48	12.35	0.36	0.74	0.10	0.13	10.01	0.01	14.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	0.42	0.36	0.91	0.28	0.29	0.11	0.14	0.86	0.02	0.90
d, Delay for Lane Group [s/veh]	51.31	22.33	22.33	48.79	11.48	11.92	25.98	26.16	42.58	25.14	47.39
Lane Group LOS	D	C	C	D	B	B	C	C	D	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.10	4.82	4.21	8.54	3.07	3.28	0.97	1.20	9.62	0.13	11.58
50th-Percentile Queue Length [ft/ln]	27.54	120.59	105.16	213.46	76.64	82.02	24.33	30.07	240.43	3.31	289.62
95th-Percentile Queue Length [veh/ln]	1.98	8.43	7.57	13.33	5.52	5.91	1.75	2.17	14.70	0.24	17.17
95th-Percentile Queue Length [ft/ln]	49.57	210.64	189.25	333.26	137.96	147.64	43.80	54.13	367.58	5.96	429.16

Movement, Approach, & Intersection Results

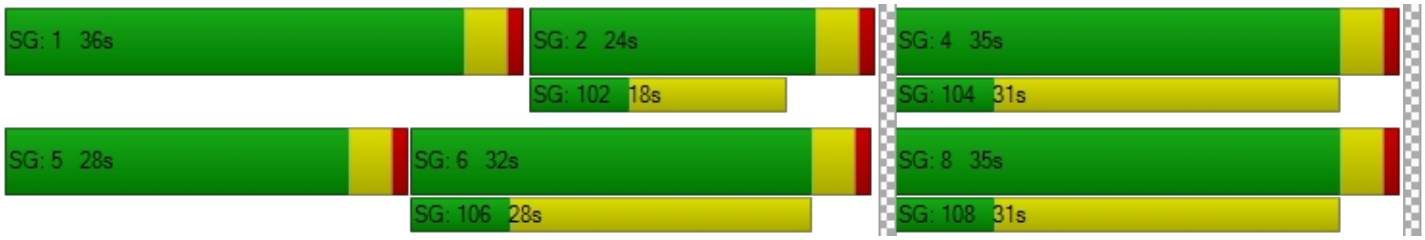
d_M, Delay for Movement [s/veh]	51.31	22.33	22.33	48.79	11.62	11.92	25.98	26.16	26.16	42.58	25.14	47.39
Movement LOS	D	C	C	D	B	B	C	C	C	D	C	D
d_A, Approach Delay [s/veh]	23.72			21.92			26.08			44.94		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	29.03											
Intersection LOS	C											
Intersection V/C	0.691											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	3.456	2.906	2.011	2.488
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	589	421	653	653
d_b, Bicycle Delay [s]	23.63	29.61	21.56	21.56
I_b,int, Bicycle LOS Score for Intersection	2.285	2.213	1.769	2.959
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	25.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	3	137	68	494	9	629	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	137	68	494	9	629	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	36	18	130	2	166	1
Total Analysis Volume [veh/h]	3	144	72	520	9	662	3
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	0.22	0.08	0.01	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	25.63	12.15	9.24	0.00	11.96	0.00	0.00
Movement LOS	D	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.90	0.90	0.25	0.00	0.05	0.03	0.00
95th-Percentile Queue Length [ft/ln]	22.43	22.43	6.35	0.00	1.30	0.65	0.00
d_A, Approach Delay [s/veh]	12.43		1.12		0.16		
Approach LOS	B		A		A		
d_I, Intersection Delay [s/veh]	1.84						
Intersection LOS	D						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	13	318	260	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	13	318	260	0
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	3	84	68	0
Total Analysis Volume [veh/h]	0	0	14	335	274	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.43	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	14.87	0.00
Movement LOS			A	A	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	2.17	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	54.15	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		14.87	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	6.54					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	22.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	123	446	74	0	0	0	6	4	0	3	0	114	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	446	74	0	0	0	6	4	0	3	0	114	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.950	0.950	0.950	0.950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	32	117	19	0	0	0	2	1	0	1	0	30	2
Total Analysis Volume [veh/h]	129	469	78	0	0	0	6	4	0	3	0	120	9
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.01	0.00	0.01	0.00	0.34	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	22.76	17.05	0.00	21.24	0.00	20.77	11.15
Movement LOS	A	A	A				C	C		C		C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	1.54	0.00	1.54	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	3.21	3.21	0.00	38.59	0.00	38.59	1.15
d_A, Approach Delay [s/veh]	0.00			0.00			20.48			20.12			
Approach LOS	A			A			C			C			
d_I, Intersection Delay [s/veh]	3.50												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	38	397	6	3	240	12	26	0	9	9	1	2
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	38	397	6	3	240	12	26	0	9	9	1	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	104	2	1	63	3	7	0	2	2	0	1
Total Analysis Volume [veh/h]	40	418	6	3	253	13	27	0	9	9	1	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.01	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	7.87	0.00	0.00	8.19	0.00	0.00	14.61	16.94	9.68	15.56	16.65	9.84
Movement LOS	A	A	A	A	A	A	B	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.01	0.00	0.00	0.25	0.25	0.25	0.10	0.10	0.10
95th-Percentile Queue Length [ft/ln]	2.39	0.00	0.00	0.20	0.10	0.00	6.25	6.25	6.25	2.42	2.42	2.42
d_A, Approach Delay [s/veh]	0.68			0.09			13.38			14.70		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.28											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	10	56	434	8	9	223
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	10	56	434	8	9	223
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	15	114	2	2	59
Total Analysis Volume [veh/h]	11	59	457	8	9	235
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	0.10	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.07	11.93	0.00	0.00	8.31	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.43	0.43	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	10.75	10.75	0.00	0.00	0.62	0.62
d_A, Approach Delay [s/veh]	12.42		0.00		0.31	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.21					
Intersection LOS	C					

APPENDIX E-III

YEAR 2021 WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS

THIS PAGE LEFT BLANK INTENTIONALLY

APPENDIX F

YEAR 2040 TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX F-I

YEAR 2040 WITHOUT PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	24.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.658

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	82	432	465	374	731	61	15	6	16	102	21	193
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	82	432	465	374	731	61	15	6	16	102	21	193
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	114	122	98	192	16	4	2	4	27	6	51
Total Analysis Volume [veh/h]	86	455	489	394	769	64	16	6	17	107	22	203
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	41	32	0	38	29	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	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
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	7	54	54	25	73	73	14	14	14	14	14
g / C, Green / Cycle	0.06	0.52	0.52	0.24	0.69	0.69	0.13	0.13	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.12	0.26	0.22	0.15	0.15	0.01	0.01	0.06	0.01	0.11
s, saturation flow rate [veh/h]	1800	3800	1900	1800	3800	1900	1800	1900	1800	1900	1900
c, Capacity [veh/h]	113	1964	982	430	2634	1317	252	247	252	247	247
d1, Uniform Delay [s]	48.43	13.93	16.51	38.91	5.79	5.80	40.11	40.24	42.26	40.21	44.50
k, delay calibration	0.11	0.50	0.50	0.22	0.50	0.50	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
d2, Incremental Delay [s]	10.05	0.28	1.80	14.25	0.18	0.37	0.10	0.16	1.14	0.15	6.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.23	0.50	0.92	0.21	0.21	0.06	0.09	0.43	0.09	0.82
d, Delay for Lane Group [s/veh]	58.47	14.20	18.31	53.16	5.97	6.16	40.21	40.40	43.40	40.37	51.26
Lane Group LOS	E	B	B	D	A	A	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.52	2.97	7.87	11.44	2.03	2.12	0.37	0.53	2.64	0.51	5.58
50th-Percentile Queue Length [ft/ln]	63.11	74.30	196.80	286.06	50.67	52.99	9.26	13.37	65.97	12.78	139.41
95th-Percentile Queue Length [veh/ln]	4.54	5.35	12.47	16.99	3.65	3.82	0.67	0.96	4.75	0.92	9.45
95th-Percentile Queue Length [ft/ln]	113.59	133.73	311.83	424.74	91.21	95.38	16.67	24.07	118.75	23.01	236.23

Movement, Approach, & Intersection Results

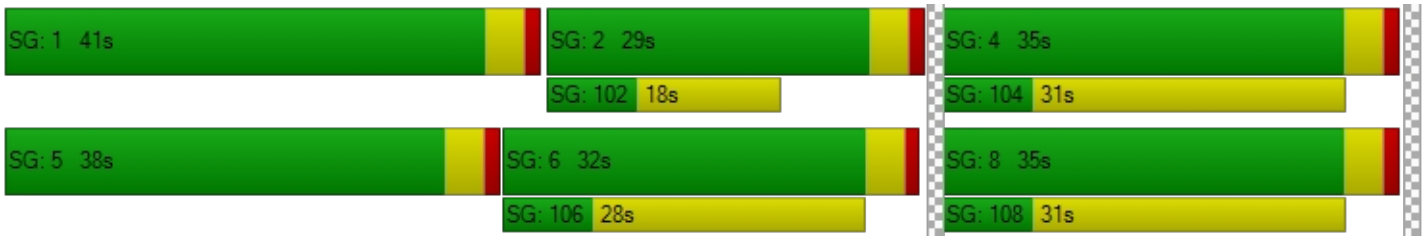
d_M, Delay for Movement [s/veh]	58.47	14.20	18.31	53.16	6.02	6.16	40.21	40.40	40.40	43.40	40.37	51.26
Movement LOS	E	B	B	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.85			21.17			40.32			48.01		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	24.33											
Intersection LOS	C											
Intersection V/C	0.658											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	42.08	42.08	42.08
I_p,int, Pedestrian LOS Score for Intersection	3.021	2.792	2.016	2.436
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	476	590	590
d_b, Bicycle Delay [s]	28.23	30.48	26.08	26.08
I_b,int, Bicycle LOS Score for Intersection	2.409	2.234	1.624	2.107
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	24.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	1	42	169	666	18	256	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	42	169	666	18	256	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	44	175	5	67	1
Total Analysis Volume [veh/h]	1	44	178	701	19	269	5
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	0.05	0.14	0.01	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	24.08	9.32	8.25	0.00	14.48	0.00	0.00
Movement LOS	C	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.48	0.00	0.15	0.07	0.00
95th-Percentile Queue Length [ft/ln]	4.35	4.35	12.01	0.00	3.74	1.87	0.00
d_A, Approach Delay [s/veh]	9.64		1.67		0.94		
Approach LOS	A		A		A		
d_I, Intersection Delay [s/veh]	1.79						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.171

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	7	224	120	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	7	224	120	0
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	2	59	32	0
Total Analysis Volume [veh/h]	0	0	7	236	126	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.17	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	10.88	0.00
Movement LOS			A	A	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.61	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	15.31	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		10.88	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.71					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	97	362	73	0	0	0	1	4	0	0	0	27	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	362	73	0	0	0	1	4	0	0	0	27	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.950	0.950	0.950	0.950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	26	95	19	0	0	0	0	1	0	0	0	7	1
Total Analysis Volume [veh/h]	102	381	77	0	0	0	1	4	0	0	0	28	2
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	14.90	14.56	0.00	14.23	0.00	14.13	10.42
Movement LOS	A	A	A				B	B		B		B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.00	0.21	0.00	0.21	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	5.30	0.00	5.30	0.23
d_A, Approach Delay [s/veh]	0.00			0.00			14.63			13.88			
Approach LOS	A			A			B			B			
d_I, Intersection Delay [s/veh]	0.82												
Intersection LOS	B												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	17.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	139	188	12	1	217	40	8	0	9	4	3	1
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	139	188	12	1	217	40	8	0	9	4	3	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	49	3	0	57	11	2	0	2	1	1	0
Total Analysis Volume [veh/h]	146	198	13	1	228	42	8	0	9	4	3	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	8.15	0.00	0.00	7.66	0.00	0.00	16.38	17.33	9.32	15.82	17.55	9.12
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.38	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.11	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	9.54	0.00	0.00	0.06	0.03	0.00	2.70	2.70	2.70	1.77	1.77	1.77
d_A, Approach Delay [s/veh]	3.33			0.03			12.64			15.63		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.35											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	8	27	173	8	47	262
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	8	27	173	8	47	262
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	7	46	2	12	69
Total Analysis Volume [veh/h]	8	28	182	8	49	276
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	0.03	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	12.94	9.47	0.00	0.00	7.70	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	3.92	3.92	0.00	0.00	2.75	2.75
d_A, Approach Delay [s/veh]	10.24		0.00		1.16	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	27.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	40	851	230	318	1014	31	60	22	45	341	8	459
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	40	851	230	318	1014	31	60	22	45	341	8	459
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	224	61	84	267	8	16	6	12	90	2	121
Total Analysis Volume [veh/h]	42	896	242	335	1067	33	63	23	47	359	8	483
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	32	32	0	27	27	0	0	36	0	0	36	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	95	95	95	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	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	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	4	37	37	20	52	52	27	27	27	27	27
g / C, Green / Cycle	0.04	0.39	0.39	0.21	0.55	0.55	0.28	0.28	0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.02	0.24	0.13	0.19	0.19	0.20	0.04	0.04	0.20	0.00	0.25
s, saturation flow rate [veh/h]	1800	3800	1900	1800	3800	1900	1800	1900	1800	1900	1900
c, Capacity [veh/h]	78	1469	734	371	2088	1044	539	534	495	534	534
d1, Uniform Delay [s]	44.52	23.40	20.49	36.78	11.92	12.02	25.46	25.51	30.69	24.67	32.94
k, delay calibration	0.11	0.50	0.50	0.15	0.50	0.50	0.11	0.11	0.15	0.11	0.27
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.63	1.90	1.20	10.76	0.46	0.96	0.10	0.11	2.86	0.01	13.36
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
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.61	0.33	0.90	0.35	0.36	0.12	0.13	0.72	0.01	0.90
d, Delay for Lane Group [s/veh]	50.15	25.29	21.69	47.55	12.38	12.98	25.55	25.62	33.55	24.68	46.30
Lane Group LOS	D	C	C	D	B	B	C	C	C	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.08	8.18	3.93	8.55	4.16	4.48	1.07	1.19	7.61	0.13	12.40
50th-Percentile Queue Length [ft/ln]	27.11	204.60	98.33	213.68	104.03	112.01	26.63	29.65	190.30	3.27	310.12
95th-Percentile Queue Length [veh/ln]	1.95	12.88	7.08	13.34	7.49	7.95	1.92	2.14	12.14	0.24	18.18
95th-Percentile Queue Length [ft/ln]	48.80	321.89	177.00	333.54	187.26	198.79	47.93	53.38	303.42	5.89	454.53

Movement, Approach, & Intersection Results

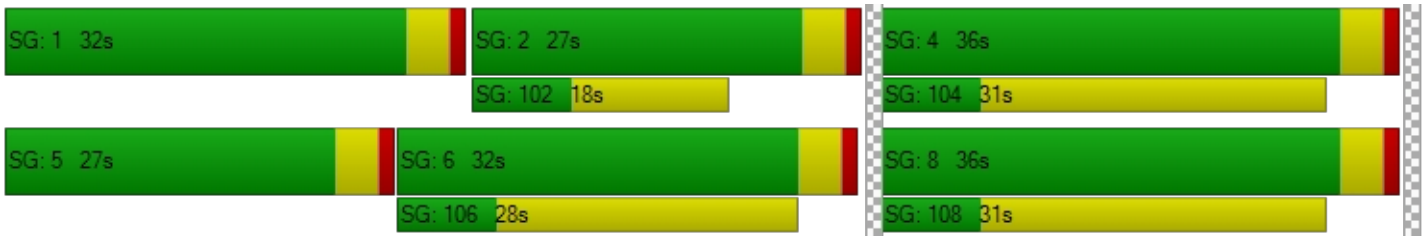
d_M, Delay for Movement [s/veh]	50.15	25.29	21.69	47.55	12.57	12.98	25.55	25.62	25.62	33.55	24.68	46.30
Movement LOS	D	C	C	D	B	B	C	C	C	C	C	D
d_A, Approach Delay [s/veh]	25.44			20.75			25.59			40.71		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	27.18											
Intersection LOS	C											
Intersection V/C	0.774											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	3.476	3.012	2.013	2.487
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	589	484	674	674
d_b, Bicycle Delay [s]	23.63	27.28	20.89	20.89
I_b,int, Bicycle LOS Score for Intersection	2.533	2.349	1.779	2.962
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	24.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	3	147	73	480	9	595	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	147	73	480	9	595	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	39	19	126	2	157	1
Total Analysis Volume [veh/h]	3	155	77	505	9	626	3
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	0.23	0.08	0.01	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	24.79	12.04	9.13	0.00	11.80	0.00	0.00
Movement LOS	C	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.95	0.95	0.26	0.00	0.05	0.03	0.00
95th-Percentile Queue Length [ft/ln]	23.65	23.65	6.61	0.00	1.27	0.64	0.00
d_A, Approach Delay [s/veh]	12.29		1.21		0.17		
Approach LOS	B		A		A		
d_I, Intersection Delay [s/veh]	2.00						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.373

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	12	318	226	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	318	226	0
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	3	84	59	0
Total Analysis Volume [veh/h]	0	0	13	335	238	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.37	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	13.96	0.00
Movement LOS			A	A	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	1.73	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	43.15	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		13.96	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.67					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	20.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	123	446	60	0	0	0	6	3	0	3	0	80	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	446	60	0	0	0	6	3	0	3	0	80	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.950	0.950	0.950	0.950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	32	117	16	0	0	0	2	1	0	1	0	21	2
Total Analysis Volume [veh/h]	129	469	63	0	0	0	6	3	0	3	0	84	9
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00	0.01	0.00	0.24	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	20.30	16.66	0.00	19.10	0.00	18.66	11.15
Movement LOS	A	A	A				C	C		C		C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.00	0.97	0.00	0.97	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	2.63	2.63	0.00	24.14	0.00	24.14	1.15
d_A, Approach Delay [s/veh]	0.00			0.00			19.09			17.97			
Approach LOS	A			A			C			C			
d_I, Intersection Delay [s/veh]	2.48												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	39	398	6	3	240	16	37	0	11	9	1	2
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	39	398	6	3	240	16	37	0	11	9	1	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	105	2	1	63	4	10	0	3	2	0	1
Total Analysis Volume [veh/h]	41	419	6	3	253	17	39	0	12	9	1	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.01	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	7.88	0.00	0.00	8.19	0.00	0.00	15.02	17.36	10.03	15.66	16.77	9.85
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	A
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.01	0.00	0.00	0.37	0.37	0.37	0.10	0.10	0.10
95th-Percentile Queue Length [ft/ln]	2.46	0.00	0.00	0.20	0.10	0.00	9.33	9.33	9.33	2.44	2.44	2.44
d_A, Approach Delay [s/veh]	0.69			0.09			13.84			14.78		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.54											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	11	87	445	16	30	229
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	11	87	445	16	30	229
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	23	117	4	8	60
Total Analysis Volume [veh/h]	12	92	468	17	32	241
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	0.16	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	16.81	12.66	0.00	0.00	8.44	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.70	0.70	0.00	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	17.43	17.43	0.00	0.00	2.29	2.29
d_A, Approach Delay [s/veh]	13.14		0.00		0.99	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.90					
Intersection LOS	C					

APPENDIX F-II

YEAR 2040 WITH PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	82	432	496	375	731	61	15	6	16	114	21	193
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	82	432	496	375	731	61	15	6	16	114	21	193
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	114	131	99	192	16	4	2	4	30	6	51
Total Analysis Volume [veh/h]	86	455	522	395	769	64	16	6	17	120	22	203
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	29	32	0	38	41	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	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
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	7	54	54	25	73	73	14	14	14	14	14
g / C, Green / Cycle	0.06	0.52	0.52	0.24	0.69	0.69	0.13	0.13	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.05	0.12	0.27	0.22	0.15	0.15	0.01	0.01	0.07	0.01	0.11
s, saturation flow rate [veh/h]	1800	3800	1900	1800	3800	1900	1800	1900	1800	1900	1900
c, Capacity [veh/h]	112	1961	980	431	2634	1317	253	247	252	247	247
d1, Uniform Delay [s]	48.45	13.97	16.95	38.88	5.78	5.79	40.09	40.22	42.57	40.20	44.49
k, delay calibration	0.11	0.50	0.50	0.22	0.50	0.50	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
d2, Incremental Delay [s]	10.24	0.28	2.07	14.32	0.18	0.37	0.10	0.16	1.40	0.15	6.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.23	0.53	0.92	0.21	0.21	0.06	0.09	0.48	0.09	0.82
d, Delay for Lane Group [s/veh]	58.70	14.24	19.02	53.20	5.96	6.16	40.19	40.38	43.97	40.35	51.19
Lane Group LOS	E	B	B	D	A	A	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.53	2.98	8.65	11.48	2.03	2.12	0.37	0.53	2.99	0.51	5.57
50th-Percentile Queue Length [ft/ln]	63.24	74.43	216.13	286.94	50.65	52.97	9.26	13.37	74.74	12.78	139.31
95th-Percentile Queue Length [veh/ln]	4.55	5.36	13.47	17.03	3.65	3.81	0.67	0.96	5.38	0.92	9.44
95th-Percentile Queue Length [ft/ln]	113.84	133.98	336.68	425.85	91.17	95.34	16.67	24.06	134.53	23.00	236.09

Movement, Approach, & Intersection Results

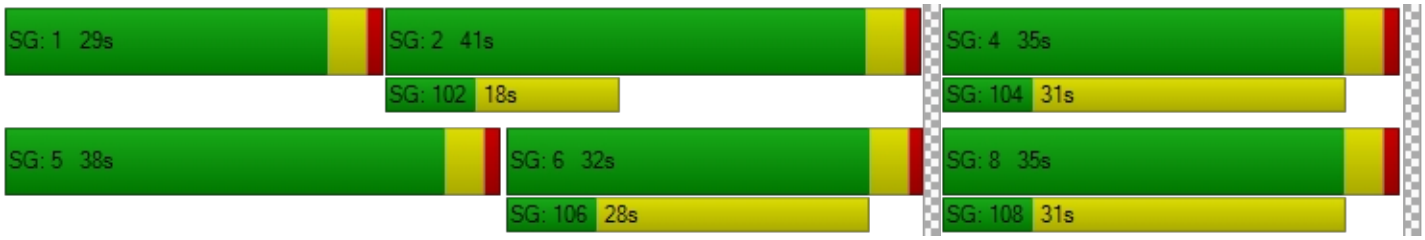
d_M, Delay for Movement [s/veh]	58.70	14.24	19.02	53.20	6.02	6.16	40.19	40.38	40.38	43.97	40.35	51.19
Movement LOS	E	B	B	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	20.19			21.20			40.30			47.99		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	24.53											
Intersection LOS	C											
Intersection V/C	0.679											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	42.08	42.08	42.08
I_p,int, Pedestrian LOS Score for Intersection	3.046	2.792	2.016	2.447
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	705	590	590
d_b, Bicycle Delay [s]	28.23	22.02	26.08	26.08
I_b,int, Bicycle LOS Score for Intersection	2.437	2.235	1.624	2.129
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	25.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	1	42	169	698	18	268	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	42	169	698	18	268	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	44	184	5	71	1
Total Analysis Volume [veh/h]	1	44	178	735	19	282	5
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	0.05	0.14	0.01	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	25.04	9.36	8.29	0.00	15.02	0.00	0.00
Movement LOS	D	A	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.49	0.00	0.16	0.08	0.00
95th-Percentile Queue Length [ft/ln]	4.41	4.41	12.16	0.00	3.95	1.98	0.00
d_A, Approach Delay [s/veh]	9.71		1.62		0.93		
Approach LOS	A		A		A		
d_I, Intersection Delay [s/veh]	1.74						
Intersection LOS	D						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.190

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	10	224	132	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	10	224	132	0
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	3	59	35	0
Total Analysis Volume [veh/h]	0	0	11	236	139	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.19	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	11.08	0.00
Movement LOS			A	A	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.70	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	17.45	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		11.08	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.99					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	97	362	105	0	0	0	1	7	0	0	0	39	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	362	105	0	0	0	1	7	0	0	0	39	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.950	0.950	0.950	0.950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	26	95	28	0	0	0	0	2	0	0	0	10	1
Total Analysis Volume [veh/h]	102	381	111	0	0	0	1	7	0	0	0	41	2
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.10	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	15.61	15.09	0.00	14.62	0.00	14.44	10.42
Movement LOS	A	A	A				C	C		B		B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.07	0.00	0.32	0.00	0.32	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	1.69	1.69	0.00	8.01	0.00	8.01	0.23
d_A, Approach Delay [s/veh]	0.00			0.00			15.16			14.25			
Approach LOS	A			A			C			B			
d_I, Intersection Delay [s/veh]	1.14												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	139	188	12	1	220	40	8	0	9	4	3	1
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	139	188	12	1	220	40	8	0	9	4	3	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	49	3	0	58	11	2	0	2	1	1	0
Total Analysis Volume [veh/h]	146	198	13	1	232	42	8	0	9	4	3	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	8.16	0.00	0.00	7.66	0.00	0.00	16.46	17.40	9.33	15.86	17.62	9.12
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.38	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.11	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	9.58	0.00	0.00	0.06	0.03	0.00	2.72	2.72	2.72	1.78	1.78	1.78
d_A, Approach Delay [s/veh]	3.34			0.03			12.69			15.68		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.34											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	8	28	173	8	47	265
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	8	28	173	8	47	265
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	7	46	2	12	70
Total Analysis Volume [veh/h]	8	29	182	8	49	279
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	0.03	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	12.97	9.47	0.00	0.00	7.70	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	4.02	4.02	0.00	0.00	2.75	2.75
d_A, Approach Delay [s/veh]	10.23		0.00		1.15	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.36					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: S Mt Vernon Avenue at Cooley Drive

Control Type:	Signalized	Delay (sec / veh):	27.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
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	S Mt Vernon Avenue			S Mt Vernon Avenue			Cooley Drive			Cooley Drive		
Base Volume Input [veh/h]	40	851	243	318	1014	31	60	22	45	374	8	460
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	40	851	243	318	1014	31	60	22	45	374	8	460
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	224	64	84	267	8	16	6	12	98	2	121
Total Analysis Volume [veh/h]	42	896	256	335	1067	33	63	23	47	394	8	484
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
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	32	32	0	27	27	0	0	36	0	0	36	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	11	0	0	24	0	0	24	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	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	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	R	L	C	C	L	C	L	C	R
C, Cycle Length [s]	95	95	95	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	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	2.00	0.00	2.00	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
g_i, Effective Green Time [s]	4	37	37	20	52	52	27	27	27	27	27
g / C, Green / Cycle	0.04	0.39	0.39	0.21	0.55	0.55	0.28	0.28	0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.02	0.24	0.13	0.19	0.19	0.20	0.04	0.04	0.22	0.00	0.25
s, saturation flow rate [veh/h]	1800	3800	1900	1800	3800	1900	1800	1900	1800	1900	1900
c, Capacity [veh/h]	78	1466	733	371	2084	1042	541	535	497	535	535
d1, Uniform Delay [s]	44.52	23.46	20.72	36.78	11.97	12.07	25.40	25.45	31.38	24.61	32.89
k, delay calibration	0.11	0.50	0.50	0.15	0.50	0.50	0.11	0.11	0.20	0.11	0.27
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.63	1.91	1.31	10.76	0.46	0.97	0.09	0.11	5.14	0.01	13.28
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
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.61	0.35	0.90	0.35	0.36	0.12	0.13	0.79	0.01	0.90
d, Delay for Lane Group [s/veh]	50.15	25.37	22.03	47.55	12.43	13.03	25.49	25.55	36.51	24.62	46.16
Lane Group LOS	D	C	C	D	B	B	C	C	D	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.08	8.20	4.21	8.55	4.17	4.49	1.06	1.18	8.82	0.13	12.41
50th-Percentile Queue Length [ft/ln]	27.11	204.99	105.23	213.68	104.30	112.29	26.59	29.61	220.42	3.27	310.33
95th-Percentile Queue Length [veh/ln]	1.95	12.90	7.57	13.34	7.51	7.97	1.91	2.13	13.69	0.24	18.19
95th-Percentile Queue Length [ft/ln]	48.80	322.39	189.35	333.54	187.74	199.19	47.86	53.30	342.16	5.88	454.78

Movement, Approach, & Intersection Results

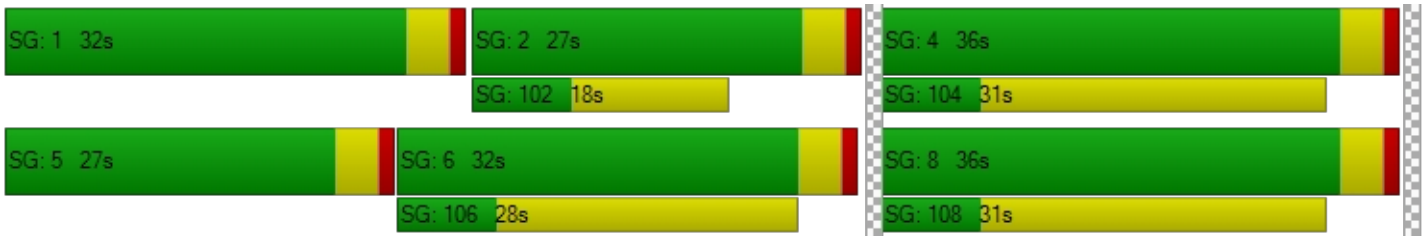
d_M, Delay for Movement [s/veh]	50.15	25.37	22.03	47.55	12.62	13.03	25.49	25.55	25.55	36.51	24.62	46.16
Movement LOS	D	C	C	D	B	B	C	C	C	D	C	D
d_A, Approach Delay [s/veh]	25.53			20.79			25.53			41.68		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	27.58											
Intersection LOS	C											
Intersection V/C	0.774											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	3.533	3.012	2.013	2.499
Crosswalk LOS	D	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	589	484	674	674
d_b, Bicycle Delay [s]	23.63	27.28	20.89	20.89
I_b,int, Bicycle LOS Score for Intersection	2.545	2.349	1.779	3.022
Bicycle LOS	B	B	A	C

Sequence

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



Intersection Level Of Service Report
Intersection 2: S Via Lata at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	26.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	S Via Lata		Cooley Drive		Cooley Drive		
Approach	Southbound		Eastbound		Westbound		
Lane Configuration							
Turning Movement	Left	Right	Left	Thru	U-turn	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00		
Grade [%]	0.00		0.00		0.00		
Crosswalk	Yes		No		No		

Volumes

Name	S Via Lata		Cooley Drive		Cooley Drive		
Base Volume Input [veh/h]	3	147	73	494	9	629	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	147	73	494	9	629	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	39	19	130	2	166	1
Total Analysis Volume [veh/h]	3	155	77	520	9	662	3
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	0.23	0.08	0.01	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	26.19	12.31	9.27	0.00	11.96	0.00	0.00
Movement LOS	D	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.98	0.98	0.27	0.00	0.05	0.03	0.00
95th-Percentile Queue Length [ft/ln]	24.56	24.56	6.83	0.00	1.30	0.65	0.00
d_A, Approach Delay [s/veh]	12.58		1.20		0.16		
Approach LOS	B		A		A		
d_I, Intersection Delay [s/veh]	1.97						
Intersection LOS	D						

Intersection Level Of Service Report
Intersection 3: SB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name	SB Cooley Drive		SB Cooley Drive		Ashley 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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	SB Cooley Drive		SB Cooley Drive		Ashley Way	
Base Volume Input [veh/h]	0	0	13	318	260	0
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	13	318	260	0
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	3	84	68	0
Total Analysis Volume [veh/h]	0	0	14	335	274	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.43	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	14.87	0.00
Movement LOS			A	A	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	2.17	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	54.15	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		14.87	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	6.54					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: NB Cooley Drive at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	22.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Approach	Northbound			Southbound			Eastbound			Westbound			
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-tu	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	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.0	100.0	100.0	100.0
Speed [mph]	30.00			30.00			30.00			30.00			
Grade [%]	0.00			0.00			0.00			0.00			
Crosswalk	No			No			No			No			

Volumes

Name	NB Cooley Drive			NB Cooley Drive			Ashley Way			Ashley Way			
Base Volume Input [veh/h]	123	446	74	0	0	0	6	4	0	3	0	114	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	446	74	0	0	0	6	4	0	3	0	114	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.950	0.950	0.950	0.950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.000	1.000	1.000	1.000
Total 15-Minute Volume [veh/h]	32	117	19	0	0	0	2	1	0	1	0	30	2
Total Analysis Volume [veh/h]	129	469	78	0	0	0	6	4	0	3	0	120	9
Pedestrian Volume [ped/h]	0			0			0			0			

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.01	0.00	0.01	0.00	0.34	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	22.76	17.05	0.00	21.24	0.00	20.77	11.15
Movement LOS	A	A	A				C	C		C		C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	1.54	0.00	1.54	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	3.21	3.21	0.00	38.59	0.00	38.59	1.15
d_A, Approach Delay [s/veh]	0.00			0.00			20.48			20.12			
Approach LOS	A			A			C			C			
d_I, Intersection Delay [s/veh]	3.50												
Intersection LOS	C												

Intersection Level Of Service Report
Intersection 5: Cooley Drive at E Via Venita

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Cooley Drive			Cooley Drive			E Via Venita			E Via Venita		
Base Volume Input [veh/h]	39	398	6	3	241	16	37	0	11	9	1	2
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	39	398	6	3	241	16	37	0	11	9	1	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	105	2	1	63	4	10	0	3	2	0	1
Total Analysis Volume [veh/h]	41	419	6	3	254	17	39	0	12	9	1	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.01	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	7.88	0.00	0.00	8.19	0.00	0.00	15.03	17.38	10.04	15.67	16.79	9.85
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	A
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.01	0.00	0.00	0.37	0.37	0.37	0.10	0.10	0.10
95th-Percentile Queue Length [ft/ln]	2.46	0.00	0.00	0.20	0.10	0.00	9.35	9.35	9.35	2.44	2.44	2.44
d_A, Approach Delay [s/veh]	0.69			0.09			13.86			14.79		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.53											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Ashley Way at Cooley Drive

Control Type:	Two-way stop	Delay (sec / veh):	16.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Ashley Way		Cooley Drive		Cooley Drive	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Ashley Way		Cooley Drive		Cooley Drive	
Base Volume Input [veh/h]	11	91	445	16	30	230
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	1.00	1.00	1.00	1.00	1.00	1.00
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]	11	91	445	16	30	230
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	24	117	4	8	61
Total Analysis Volume [veh/h]	12	96	468	17	32	242
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	0.16	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	16.89	12.73	0.00	0.00	8.44	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.73	0.73	0.00	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	18.20	18.20	0.00	0.00	2.29	2.29
d_A, Approach Delay [s/veh]	13.19		0.00		0.99	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.95					
Intersection LOS	C					

APPENDIX F-III

YEAR 2040 WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS

THIS PAGE LEFT BLANK INTENTIONALLY

APPENDIX G

TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

APPENDIX G-I

EXISTING WITH PROJECT TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 2: S Via Lata at Cooley Drive

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	280	829	38
2	269	796	36
3	263	779	36
4	224	663	30
5	213	630	29
6	190	564	26
7	176	522	24
8	168	497	23
9	134	398	18
10	126	373	17
11	126	373	17
12	120	356	16
13	109	323	15
14	101	298	14
15	101	298	14
16	98	290	13
17	56	166	8
18	31	91	4
19	28	83	4
20	11	33	2
21	8	25	1
22	8	25	1
23	6	17	1
24	6	17	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1109	1	38	No	No	No	No	No	No	No	No	No	No
2	5	1065	1	36	No	No	No	No	No	No	No	No	No	No
3	5	1042	1	36	No	No	No	No	No	No	No	No	No	No
4	5	887	1	30	No	No	No	No	No	No	No	No	No	No
5	5	843	1	29	No	No	No	No	No	No	No	No	No	No
6	5	754	1	26	No	No	No	No	No	No	No	No	No	No
7	5	698	1	24	No	No	No	No	No	No	No	No	No	No
8	5	665	1	23	No	No	No	No	No	No	No	No	No	No
9	5	532	1	18	No	No	No	No	No	No	No	No	No	No
10	5	499	1	17	No	No	No	No	No	No	No	No	No	No
11	5	499	1	17	No	No	No	No	No	No	No	No	No	No
12	5	476	1	16	No	No	No	No	No	No	No	No	No	No
13	5	432	1	15	No	No	No	No	No	No	No	No	No	No
14	5	399	1	14	No	No	No	No	No	No	No	No	No	No
15	5	399	1	14	No	No	No	No	No	No	No	No	No	No
16	5	388	1	13	No	No	No	No	No	No	No	No	No	No
17	5	222	1	8	No	No	No	No	No	No	No	No	No	No
18	5	122	1	4	No	No	No	No	No	No	No	No	No	No
19	5	111	1	4	No	No	No	No	No	No	No	No	No	No
20	5	44	1	2	No	No	No	No	No	No	No	No	No	No
21	5	33	1	1	No	No	No	No	No	No	No	No	No	No
22	5	33	1	1	No	No	No	No	No	No	No	No	No	No
23	5	23	1	1	No	No	No	No	No	No	No	No	No	No
24	5	23	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	38
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1147
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 3: SB Cooley Drive at Ashley Way

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	225	127
2	216	122
3	212	119
4	180	102
5	171	97
6	153	86
7	142	80
8	135	76
9	108	61
10	101	57
11	101	57
12	97	55
13	88	50
14	81	46
15	81	46
16	79	44
17	45	25
18	25	14
19	23	13
20	9	5
21	7	4
22	7	4
23	5	3
24	5	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	225	1	127	No	No	No	No	No	No	No	No	No	No
2	2	216	1	122	No	No	No	No	No	No	No	No	No	No
3	2	212	1	119	No	No	No	No	No	No	No	No	No	No
4	2	180	1	102	No	No	No	No	No	No	No	No	No	No
5	2	171	1	97	No	No	No	No	No	No	No	No	No	No
6	2	153	1	86	No	No	No	No	No	No	No	No	No	No
7	2	142	1	80	No	No	No	No	No	No	No	No	No	No
8	2	135	1	76	No	No	No	No	No	No	No	No	No	No
9	2	108	1	61	No	No	No	No	No	No	No	No	No	No
10	2	101	1	57	No	No	No	No	No	No	No	No	No	No
11	2	101	1	57	No	No	No	No	No	No	No	No	No	No
12	2	97	1	55	No	No	No	No	No	No	No	No	No	No
13	2	88	1	50	No	No	No	No	No	No	No	No	No	No
14	2	81	1	46	No	No	No	No	No	No	No	No	No	No
15	2	81	1	46	No	No	No	No	No	No	No	No	No	No
16	2	79	1	44	No	No	No	No	No	No	No	No	No	No
17	2	45	1	25	No	No	No	No	No	No	No	No	No	No
18	2	25	1	14	No	No	No	No	No	No	No	No	No	No
19	2	23	1	13	No	No	No	No	No	No	No	No	No	No
20	2	9	1	5	No	No	No	No	No	No	No	No	No	No
21	2	7	1	4	No	No	No	No	No	No	No	No	No	No
22	2	7	1	4	No	No	No	No	No	No	No	No	No	No
23	2	5	1	3	No	No	No	No	No	No	No	No	No	No
24	2	5	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.3
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:24
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	127
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	352
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 5: Cooley Drive at E Via Venita

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	324	243	8	13
2	311	233	8	12
3	305	228	8	12
4	259	194	6	10
5	246	185	6	10
6	220	165	5	9
7	204	153	5	8
8	194	146	5	8
9	156	117	4	6
10	146	109	4	6
11	146	109	4	6
12	139	104	3	6
13	126	95	3	5
14	117	87	3	5
15	117	87	3	5
16	113	85	3	5
17	65	49	2	3
18	36	27	1	1
19	32	24	1	1
20	13	10	0	1
21	10	7	0	0
22	10	7	0	0
23	6	5	0	0
24	6	5	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	567	2	21	No	No	No	No	No	No	No	No	No	No
2	5	544	2	20	No	No	No	No	No	No	No	No	No	No
3	5	533	2	20	No	No	No	No	No	No	No	No	No	No
4	5	453	2	16	No	No	No	No	No	No	No	No	No	No
5	5	431	2	16	No	No	No	No	No	No	No	No	No	No
6	5	385	2	14	No	No	No	No	No	No	No	No	No	No
7	5	357	2	13	No	No	No	No	No	No	No	No	No	No
8	5	340	2	13	No	No	No	No	No	No	No	No	No	No
9	5	273	2	10	No	No	No	No	No	No	No	No	No	No
10	5	255	2	10	No	No	No	No	No	No	No	No	No	No
11	5	255	2	10	No	No	No	No	No	No	No	No	No	No
12	5	243	2	9	No	No	No	No	No	No	No	No	No	No
13	5	221	2	8	No	No	No	No	No	No	No	No	No	No
14	5	204	2	8	No	No	No	No	No	No	No	No	No	No
15	5	204	2	8	No	No	No	No	No	No	No	No	No	No
16	5	198	2	8	No	No	No	No	No	No	No	No	No	No
17	5	114	2	5	No	No	No	No	No	No	No	No	No	No
18	5	63	2	2	No	No	No	No	No	No	No	No	No	No
19	5	56	2	2	No	No	No	No	No	No	No	No	No	No
20	5	23	2	1	No	No	No	No	No	No	No	No	No	No
21	5	17	2	0	No	No	No	No	No	No	No	No	No	No
22	5	17	2	0	No	No	No	No	No	No	No	No	No	No
23	5	11	2	0	No	No	No	No	No	No	No	No	No	No
24	5	11	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	19.2	13.6
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02	0:02
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	8	13
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	588	588
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 2: S Via Lata at Cooley Drive

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	618	541	135
2	593	519	130
3	581	509	127
4	494	433	108
5	470	411	103
6	420	368	92
7	389	341	85
8	371	325	81
9	297	260	65
10	278	243	61
11	278	243	61
12	266	233	58
13	241	211	53
14	222	195	49
15	222	195	49
16	216	189	47
17	124	108	27
18	68	60	15
19	62	54	14
20	25	22	5
21	19	16	4
22	19	16	4
23	12	11	3
24	12	11	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1159	1	135	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
2	5	1112	1	130	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
3	5	1090	1	127	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
4	5	927	1	108	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
5	5	881	1	103	No	No	No	Yes	No	Yes	Yes	Yes	No	No
6	5	788	1	92	No	No	No	Yes	No	Yes	Yes	Yes	No	No
7	5	730	1	85	No	No	No	Yes	No	Yes	Yes	Yes	No	No
8	5	696	1	81	No	No	No	No	No	No	Yes	Yes	No	No
9	5	557	1	65	No	No	No	No	No	No	No	Yes	No	No
10	5	521	1	61	No	No	No	No	No	No	No	Yes	No	No
11	5	521	1	61	No	No	No	No	No	No	No	Yes	No	No
12	5	499	1	58	No	No	No	No	No	No	No	No	No	No
13	5	452	1	53	No	No	No	No	No	No	No	No	No	No
14	5	417	1	49	No	No	No	No	No	No	No	No	No	No
15	5	417	1	49	No	No	No	No	No	No	No	No	No	No
16	5	405	1	47	No	No	No	No	No	No	No	No	No	No
17	5	232	1	27	No	No	No	No	No	No	No	No	No	No
18	5	128	1	15	No	No	No	No	No	No	No	No	No	No
19	5	116	1	14	No	No	No	No	No	No	No	No	No	No
20	5	47	1	5	No	No	No	No	No	No	No	No	No	No
21	5	35	1	4	No	No	No	No	No	No	No	No	No	No
22	5	35	1	4	No	No	No	No	No	No	No	No	No	No
23	5	23	1	3	No	No	No	No	No	No	No	No	No	No
24	5	23	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	4	7	4	7	8	11	3	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:34
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	135
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1294
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 3: SB Cooley Drive at Ashley Way

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	319	251
2	306	241
3	300	236
4	255	201
5	242	191
6	217	171
7	201	158
8	191	151
9	153	120
10	144	113
11	144	113
12	137	108
13	124	98
14	115	90
15	115	90
16	112	88
17	64	50
18	35	28
19	32	25
20	13	10
21	10	8
22	10	8
23	6	5
24	6	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	319	1	251	No	No	No	No	No	No	No	No	No	No
2	2	306	1	241	No	No	No	No	No	No	No	No	No	No
3	2	300	1	236	No	No	No	No	No	No	No	No	No	No
4	2	255	1	201	No	No	No	No	No	No	No	No	No	No
5	2	242	1	191	No	No	No	No	No	No	No	No	No	No
6	2	217	1	171	No	No	No	No	No	No	No	No	No	No
7	2	201	1	158	No	No	No	No	No	No	No	No	No	No
8	2	191	1	151	No	No	No	No	No	No	No	No	No	No
9	2	153	1	120	No	No	No	No	No	No	No	No	No	No
10	2	144	1	113	No	No	No	No	No	No	No	No	No	No
11	2	144	1	113	No	No	No	No	No	No	No	No	No	No
12	2	137	1	108	No	No	No	No	No	No	No	No	No	No
13	2	124	1	98	No	No	No	No	No	No	No	No	No	No
14	2	115	1	90	No	No	No	No	No	No	No	No	No	No
15	2	115	1	90	No	No	No	No	No	No	No	No	No	No
16	2	112	1	88	No	No	No	No	No	No	No	No	No	No
17	2	64	1	50	No	No	No	No	No	No	No	No	No	No
18	2	35	1	28	No	No	No	No	No	No	No	No	No	No
19	2	32	1	25	No	No	No	No	No	No	No	No	No	No
20	2	13	1	10	No	No	No	No	No	No	No	No	No	No
21	2	10	1	8	No	No	No	No	No	No	No	No	No	No
22	2	10	1	8	No	No	No	No	No	No	No	No	No	No
23	2	6	1	5	No	No	No	No	No	No	No	No	No	No
24	2	6	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	23.5
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:38
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	251
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	570
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 5: Cooley Drive at E Via Venita

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	425	246	12	34
2	408	236	12	33
3	400	231	11	32
4	340	197	10	27
5	323	187	9	26
6	289	167	8	23
7	268	155	8	21
8	255	148	7	20
9	204	118	6	16
10	191	111	5	15
11	191	111	5	15
12	183	106	5	15
13	166	96	5	13
14	153	89	4	12
15	153	89	4	12
16	149	86	4	12
17	85	49	2	7
18	47	27	1	4
19	43	25	1	3
20	17	10	0	1
21	13	7	0	1
22	13	7	0	1
23	9	5	0	1
24	9	5	0	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	671	2	46	No	No	No	No	No	No	No	No	No	No
2	5	644	2	45	No	No	No	No	No	No	No	No	No	No
3	5	631	2	43	No	No	No	No	No	No	No	No	No	No
4	5	537	2	37	No	No	No	No	No	No	No	No	No	No
5	5	510	2	35	No	No	No	No	No	No	No	No	No	No
6	5	456	2	31	No	No	No	No	No	No	No	No	No	No
7	5	423	2	29	No	No	No	No	No	No	No	No	No	No
8	5	403	2	27	No	No	No	No	No	No	No	No	No	No
9	5	322	2	22	No	No	No	No	No	No	No	No	No	No
10	5	302	2	20	No	No	No	No	No	No	No	No	No	No
11	5	302	2	20	No	No	No	No	No	No	No	No	No	No
12	5	289	2	20	No	No	No	No	No	No	No	No	No	No
13	5	262	2	18	No	No	No	No	No	No	No	No	No	No
14	5	242	2	16	No	No	No	No	No	No	No	No	No	No
15	5	242	2	16	No	No	No	No	No	No	No	No	No	No
16	5	235	2	16	No	No	No	No	No	No	No	No	No	No
17	5	134	2	9	No	No	No	No	No	No	No	No	No	No
18	5	74	2	5	No	No	No	No	No	No	No	No	No	No
19	5	68	2	4	No	No	No	No	No	No	No	No	No	No
20	5	27	2	1	No	No	No	No	No	No	No	No	No	No
21	5	20	2	1	No	No	No	No	No	No	No	No	No	No
22	5	20	2	1	No	No	No	No	No	No	No	No	No	No
23	5	14	2	1	No	No	No	No	No	No	No	No	No	No
24	5	14	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	16	14.2
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:03	0:08
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	12	34
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	717	717
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

APPENDIX G-II

YEAR 2021 WITH PROJECT TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 2: S Via Lata at Cooley Drive

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	291	861	39
2	279	827	37
3	274	809	37
4	233	689	31
5	221	654	30
6	198	585	27
7	183	542	25
8	175	517	23
9	140	413	19
10	131	387	18
11	131	387	18
12	125	370	17
13	113	336	15
14	105	310	14
15	105	310	14
16	102	301	14
17	58	172	8
18	32	95	4
19	29	86	4
20	12	34	2
21	9	26	1
22	9	26	1
23	6	17	1
24	6	17	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1152	1	39	No	No	No	No	No	No	No	No	No	No
2	5	1106	1	37	No	No	No	No	No	No	No	No	No	No
3	5	1083	1	37	No	No	No	No	No	No	No	No	No	No
4	5	922	1	31	No	No	No	No	No	No	No	No	No	No
5	5	875	1	30	No	No	No	No	No	No	No	No	No	No
6	5	783	1	27	No	No	No	No	No	No	No	No	No	No
7	5	725	1	25	No	No	No	No	No	No	No	No	No	No
8	5	692	1	23	No	No	No	No	No	No	No	No	No	No
9	5	553	1	19	No	No	No	No	No	No	No	No	No	No
10	5	518	1	18	No	No	No	No	No	No	No	No	No	No
11	5	518	1	18	No	No	No	No	No	No	No	No	No	No
12	5	495	1	17	No	No	No	No	No	No	No	No	No	No
13	5	449	1	15	No	No	No	No	No	No	No	No	No	No
14	5	415	1	14	No	No	No	No	No	No	No	No	No	No
15	5	415	1	14	No	No	No	No	No	No	No	No	No	No
16	5	403	1	14	No	No	No	No	No	No	No	No	No	No
17	5	230	1	8	No	No	No	No	No	No	No	No	No	No
18	5	127	1	4	No	No	No	No	No	No	No	No	No	No
19	5	115	1	4	No	No	No	No	No	No	No	No	No	No
20	5	46	1	2	No	No	No	No	No	No	No	No	No	No
21	5	35	1	1	No	No	No	No	No	No	No	No	No	No
22	5	35	1	1	No	No	No	No	No	No	No	No	No	No
23	5	23	1	1	No	No	No	No	No	No	No	No	No	No
24	5	23	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	39
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1191
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 3: SB Cooley Drive at Ashley Way

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	234	132
2	225	127
3	220	124
4	187	106
5	178	100
6	159	90
7	147	83
8	140	79
9	112	63
10	105	59
11	105	59
12	101	57
13	91	51
14	84	48
15	84	48
16	82	46
17	47	26
18	26	15
19	23	13
20	9	5
21	7	4
22	7	4
23	5	3
24	5	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	234	1	132	No	No	No	No	No	No	No	No	No	No
2	2	225	1	127	No	No	No	No	No	No	No	No	No	No
3	2	220	1	124	No	No	No	No	No	No	No	No	No	No
4	2	187	1	106	No	No	No	No	No	No	No	No	No	No
5	2	178	1	100	No	No	No	No	No	No	No	No	No	No
6	2	159	1	90	No	No	No	No	No	No	No	No	No	No
7	2	147	1	83	No	No	No	No	No	No	No	No	No	No
8	2	140	1	79	No	No	No	No	No	No	No	No	No	No
9	2	112	1	63	No	No	No	No	No	No	No	No	No	No
10	2	105	1	59	No	No	No	No	No	No	No	No	No	No
11	2	105	1	59	No	No	No	No	No	No	No	No	No	No
12	2	101	1	57	No	No	No	No	No	No	No	No	No	No
13	2	91	1	51	No	No	No	No	No	No	No	No	No	No
14	2	84	1	48	No	No	No	No	No	No	No	No	No	No
15	2	84	1	48	No	No	No	No	No	No	No	No	No	No
16	2	82	1	46	No	No	No	No	No	No	No	No	No	No
17	2	47	1	26	No	No	No	No	No	No	No	No	No	No
18	2	26	1	15	No	No	No	No	No	No	No	No	No	No
19	2	23	1	13	No	No	No	No	No	No	No	No	No	No
20	2	9	1	5	No	No	No	No	No	No	No	No	No	No
21	2	7	1	4	No	No	No	No	No	No	No	No	No	No
22	2	7	1	4	No	No	No	No	No	No	No	No	No	No
23	2	5	1	3	No	No	No	No	No	No	No	No	No	No
24	2	5	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:24
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	132
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	366
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 5: Cooley Drive at E Via Venita

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	336	252	8	13
2	323	242	8	12
3	316	237	8	12
4	269	202	6	10
5	255	192	6	10
6	228	171	5	9
7	212	159	5	8
8	202	151	5	8
9	161	121	4	6
10	151	113	4	6
11	151	113	4	6
12	144	108	3	6
13	131	98	3	5
14	121	91	3	5
15	121	91	3	5
16	118	88	3	5
17	67	50	2	3
18	37	28	1	1
19	34	25	1	1
20	13	10	0	1
21	10	8	0	0
22	10	8	0	0
23	7	5	0	0
24	7	5	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	588	2	21	No	No	No	No	No	No	No	No	No	No
2	5	565	2	20	No	No	No	No	No	No	No	No	No	No
3	5	553	2	20	No	No	No	No	No	No	No	No	No	No
4	5	471	2	16	No	No	No	No	No	No	No	No	No	No
5	5	447	2	16	No	No	No	No	No	No	No	No	No	No
6	5	399	2	14	No	No	No	No	No	No	No	No	No	No
7	5	371	2	13	No	No	No	No	No	No	No	No	No	No
8	5	353	2	13	No	No	No	No	No	No	No	No	No	No
9	5	282	2	10	No	No	No	No	No	No	No	No	No	No
10	5	264	2	10	No	No	No	No	No	No	No	No	No	No
11	5	264	2	10	No	No	No	No	No	No	No	No	No	No
12	5	252	2	9	No	No	No	No	No	No	No	No	No	No
13	5	229	2	8	No	No	No	No	No	No	No	No	No	No
14	5	212	2	8	No	No	No	No	No	No	No	No	No	No
15	5	212	2	8	No	No	No	No	No	No	No	No	No	No
16	5	206	2	8	No	No	No	No	No	No	No	No	No	No
17	5	117	2	5	No	No	No	No	No	No	No	No	No	No
18	5	65	2	2	No	No	No	No	No	No	No	No	No	No
19	5	59	2	2	No	No	No	No	No	No	No	No	No	No
20	5	23	2	1	No	No	No	No	No	No	No	No	No	No
21	5	18	2	0	No	No	No	No	No	No	No	No	No	No
22	5	18	2	0	No	No	No	No	No	No	No	No	No	No
23	5	12	2	0	No	No	No	No	No	No	No	No	No	No
24	5	12	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.6	11.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02	0:02
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	8	13
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	609	609
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 2: S Via Lata at Cooley Drive

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	641	562	140
2	615	540	134
3	603	528	132
4	513	450	112
5	487	427	106
6	436	382	95
7	404	354	88
8	385	337	84
9	308	270	67
10	288	253	63
11	288	253	63
12	276	242	60
13	250	219	55
14	231	202	50
15	231	202	50
16	224	197	49
17	128	112	28
18	71	62	15
19	64	56	14
20	26	22	6
21	19	17	4
22	19	17	4
23	13	11	3
24	13	11	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1203	1	140	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
2	5	1155	1	134	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
3	5	1131	1	132	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
4	5	963	1	112	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
5	5	914	1	106	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
6	5	818	1	95	No	No	No	Yes	No	Yes	Yes	Yes	No	No
7	5	758	1	88	No	No	No	Yes	No	Yes	Yes	Yes	No	No
8	5	722	1	84	No	No	No	Yes	No	Yes	Yes	Yes	No	No
9	5	578	1	67	No	No	No	No	No	No	No	Yes	No	No
10	5	541	1	63	No	No	No	No	No	No	No	Yes	No	No
11	5	541	1	63	No	No	No	No	No	No	No	Yes	No	No
12	5	518	1	60	No	No	No	No	No	No	No	Yes	No	No
13	5	469	1	55	No	No	No	No	No	No	No	No	No	No
14	5	433	1	50	No	No	No	No	No	No	No	No	No	No
15	5	433	1	50	No	No	No	No	No	No	No	No	No	No
16	5	421	1	49	No	No	No	No	No	No	No	No	No	No
17	5	240	1	28	No	No	No	No	No	No	No	No	No	No
18	5	133	1	15	No	No	No	No	No	No	No	No	No	No
19	5	120	1	14	No	No	No	No	No	No	No	No	No	No
20	5	48	1	6	No	No	No	No	No	No	No	No	No	No
21	5	36	1	4	No	No	No	No	No	No	No	No	No	No
22	5	36	1	4	No	No	No	No	No	No	No	No	No	No
23	5	24	1	3	No	No	No	No	No	No	No	No	No	No
24	5	24	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	3	5	8	5	8	8	12	3	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.4
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:28
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	140
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1343
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 3: SB Cooley Drive at Ashley Way

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	331	260
2	318	250
3	311	244
4	265	208
5	252	198
6	225	177
7	209	164
8	199	156
9	159	125
10	149	117
11	149	117
12	142	112
13	129	101
14	119	94
15	119	94
16	116	91
17	66	52
18	36	29
19	33	26
20	13	10
21	10	8
22	10	8
23	7	5
24	7	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	331	1	260	No	No	No	No	No	No	No	No	No	No
2	2	318	1	250	No	No	No	No	No	No	No	No	No	No
3	2	311	1	244	No	No	No	No	No	No	No	No	No	No
4	2	265	1	208	No	No	No	No	No	No	No	No	No	No
5	2	252	1	198	No	No	No	No	No	No	No	No	No	No
6	2	225	1	177	No	No	No	No	No	No	No	No	No	No
7	2	209	1	164	No	No	No	No	No	No	No	No	No	No
8	2	199	1	156	No	No	No	No	No	No	No	No	No	No
9	2	159	1	125	No	No	No	No	No	No	No	No	No	No
10	2	149	1	117	No	No	No	No	No	No	No	No	No	No
11	2	149	1	117	No	No	No	No	No	No	No	No	No	No
12	2	142	1	112	No	No	No	No	No	No	No	No	No	No
13	2	129	1	101	No	No	No	No	No	No	No	No	No	No
14	2	119	1	94	No	No	No	No	No	No	No	No	No	No
15	2	119	1	94	No	No	No	No	No	No	No	No	No	No
16	2	116	1	91	No	No	No	No	No	No	No	No	No	No
17	2	66	1	52	No	No	No	No	No	No	No	No	No	No
18	2	36	1	29	No	No	No	No	No	No	No	No	No	No
19	2	33	1	26	No	No	No	No	No	No	No	No	No	No
20	2	13	1	10	No	No	No	No	No	No	No	No	No	No
21	2	10	1	8	No	No	No	No	No	No	No	No	No	No
22	2	10	1	8	No	No	No	No	No	No	No	No	No	No
23	2	7	1	5	No	No	No	No	No	No	No	No	No	No
24	2	7	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:04
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	260
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	591
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 5: Cooley Drive at E Via Venita

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	441	255	12	35
2	423	245	12	34
3	415	240	11	33
4	353	204	10	28
5	335	194	9	27
6	300	173	8	24
7	278	161	8	22
8	265	153	7	21
9	212	122	6	17
10	198	115	5	16
11	198	115	5	16
12	190	110	5	15
13	172	99	5	14
14	159	92	4	13
15	159	92	4	13
16	154	89	4	12
17	88	51	2	7
18	49	28	1	4
19	44	26	1	4
20	18	10	0	1
21	13	8	0	1
22	13	8	0	1
23	9	5	0	1
24	9	5	0	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	696	2	47	No	No	No	No	No	No	No	No	No	No
2	5	668	2	46	No	No	No	No	No	No	No	No	No	No
3	5	655	2	44	No	No	No	No	No	No	No	No	No	No
4	5	557	2	38	No	No	No	No	No	No	No	No	No	No
5	5	529	2	36	No	No	No	No	No	No	No	No	No	No
6	5	473	2	32	No	No	No	No	No	No	No	No	No	No
7	5	439	2	30	No	No	No	No	No	No	No	No	No	No
8	5	418	2	28	No	No	No	No	No	No	No	No	No	No
9	5	334	2	23	No	No	No	No	No	No	No	No	No	No
10	5	313	2	21	No	No	No	No	No	No	No	No	No	No
11	5	313	2	21	No	No	No	No	No	No	No	No	No	No
12	5	300	2	20	No	No	No	No	No	No	No	No	No	No
13	5	271	2	19	No	No	No	No	No	No	No	No	No	No
14	5	251	2	17	No	No	No	No	No	No	No	No	No	No
15	5	251	2	17	No	No	No	No	No	No	No	No	No	No
16	5	243	2	16	No	No	No	No	No	No	No	No	No	No
17	5	139	2	9	No	No	No	No	No	No	No	No	No	No
18	5	77	2	5	No	No	No	No	No	No	No	No	No	No
19	5	70	2	5	No	No	No	No	No	No	No	No	No	No
20	5	28	2	1	No	No	No	No	No	No	No	No	No	No
21	5	21	2	1	No	No	No	No	No	No	No	No	No	No
22	5	21	2	1	No	No	No	No	No	No	No	No	No	No
23	5	14	2	1	No	No	No	No	No	No	No	No	No	No
24	5	14	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.7	13.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02	0:07
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	12	35
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	743	743
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

APPENDIX G-III

YEAR 2040 WITH PROJECT TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 2: S Via Lata at Cooley Drive

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	291	867	43
2	279	832	41
3	274	815	40
4	233	694	34
5	221	659	33
6	198	590	29
7	183	546	27
8	175	520	26
9	140	416	21
10	131	390	19
11	131	390	19
12	125	373	18
13	113	338	17
14	105	312	15
15	105	312	15
16	102	303	15
17	58	173	9
18	32	95	5
19	29	87	4
20	12	35	2
21	9	26	1
22	9	26	1
23	6	17	1
24	6	17	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1158	1	43	No	No	No	No	No	No	No	Yes	No	No
2	5	1111	1	41	No	No	No	No	No	No	No	No	No	No
3	5	1089	1	40	No	No	No	No	No	No	No	No	No	No
4	5	927	1	34	No	No	No	No	No	No	No	No	No	No
5	5	880	1	33	No	No	No	No	No	No	No	No	No	No
6	5	788	1	29	No	No	No	No	No	No	No	No	No	No
7	5	729	1	27	No	No	No	No	No	No	No	No	No	No
8	5	695	1	26	No	No	No	No	No	No	No	No	No	No
9	5	556	1	21	No	No	No	No	No	No	No	No	No	No
10	5	521	1	19	No	No	No	No	No	No	No	No	No	No
11	5	521	1	19	No	No	No	No	No	No	No	No	No	No
12	5	498	1	18	No	No	No	No	No	No	No	No	No	No
13	5	451	1	17	No	No	No	No	No	No	No	No	No	No
14	5	417	1	15	No	No	No	No	No	No	No	No	No	No
15	5	417	1	15	No	No	No	No	No	No	No	No	No	No
16	5	405	1	15	No	No	No	No	No	No	No	No	No	No
17	5	231	1	9	No	No	No	No	No	No	No	No	No	No
18	5	127	1	5	No	No	No	No	No	No	No	No	No	No
19	5	116	1	4	No	No	No	No	No	No	No	No	No	No
20	5	47	1	2	No	No	No	No	No	No	No	No	No	No
21	5	35	1	1	No	No	No	No	No	No	No	No	No	No
22	5	35	1	1	No	No	No	No	No	No	No	No	No	No
23	5	23	1	1	No	No	No	No	No	No	No	No	No	No
24	5	23	1	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	1	0	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	9.7
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:06
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	43
High Minor Volume Condition Met	No
Total Entering Volume on All Approaches During Same Hour	1201
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 3: SB Cooley Drive at Ashley Way

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	234	132
2	225	127
3	220	124
4	187	106
5	178	100
6	159	90
7	147	83
8	140	79
9	112	63
10	105	59
11	105	59
12	101	57
13	91	51
14	84	48
15	84	48
16	82	46
17	47	26
18	26	15
19	23	13
20	9	5
21	7	4
22	7	4
23	5	3
24	5	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	234	1	132	No	No	No	No	No	No	No	No	No	No
2	2	225	1	127	No	No	No	No	No	No	No	No	No	No
3	2	220	1	124	No	No	No	No	No	No	No	No	No	No
4	2	187	1	106	No	No	No	No	No	No	No	No	No	No
5	2	178	1	100	No	No	No	No	No	No	No	No	No	No
6	2	159	1	90	No	No	No	No	No	No	No	No	No	No
7	2	147	1	83	No	No	No	No	No	No	No	No	No	No
8	2	140	1	79	No	No	No	No	No	No	No	No	No	No
9	2	112	1	63	No	No	No	No	No	No	No	No	No	No
10	2	105	1	59	No	No	No	No	No	No	No	No	No	No
11	2	105	1	59	No	No	No	No	No	No	No	No	No	No
12	2	101	1	57	No	No	No	No	No	No	No	No	No	No
13	2	91	1	51	No	No	No	No	No	No	No	No	No	No
14	2	84	1	48	No	No	No	No	No	No	No	No	No	No
15	2	84	1	48	No	No	No	No	No	No	No	No	No	No
16	2	82	1	46	No	No	No	No	No	No	No	No	No	No
17	2	47	1	26	No	No	No	No	No	No	No	No	No	No
18	2	26	1	15	No	No	No	No	No	No	No	No	No	No
19	2	23	1	13	No	No	No	No	No	No	No	No	No	No
20	2	9	1	5	No	No	No	No	No	No	No	No	No	No
21	2	7	1	4	No	No	No	No	No	No	No	No	No	No
22	2	7	1	4	No	No	No	No	No	No	No	No	No	No
23	2	5	1	3	No	No	No	No	No	No	No	No	No	No
24	2	5	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	11.1
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:24
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	132
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	366
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 5: Cooley Drive at E Via Venita

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	339	261	8	17
2	325	251	8	16
3	319	245	8	16
4	271	209	6	14
5	258	198	6	13
6	231	177	5	12
7	214	164	5	11
8	203	157	5	10
9	163	125	4	8
10	153	117	4	8
11	153	117	4	8
12	146	112	3	7
13	132	102	3	7
14	122	94	3	6
15	122	94	3	6
16	119	91	3	6
17	68	52	2	3
18	37	29	1	2
19	34	26	1	2
20	14	10	0	1
21	10	8	0	1
22	10	8	0	1
23	7	5	0	0
24	7	5	0	0

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	600	2	25	No	No	No	No	No	No	No	No	No	No
2	5	576	2	24	No	No	No	No	No	No	No	No	No	No
3	5	564	2	24	No	No	No	No	No	No	No	No	No	No
4	5	480	2	20	No	No	No	No	No	No	No	No	No	No
5	5	456	2	19	No	No	No	No	No	No	No	No	No	No
6	5	408	2	17	No	No	No	No	No	No	No	No	No	No
7	5	378	2	16	No	No	No	No	No	No	No	No	No	No
8	5	360	2	15	No	No	No	No	No	No	No	No	No	No
9	5	288	2	12	No	No	No	No	No	No	No	No	No	No
10	5	270	2	12	No	No	No	No	No	No	No	No	No	No
11	5	270	2	12	No	No	No	No	No	No	No	No	No	No
12	5	258	2	10	No	No	No	No	No	No	No	No	No	No
13	5	234	2	10	No	No	No	No	No	No	No	No	No	No
14	5	216	2	9	No	No	No	No	No	No	No	No	No	No
15	5	216	2	9	No	No	No	No	No	No	No	No	No	No
16	5	210	2	9	No	No	No	No	No	No	No	No	No	No
17	5	120	2	5	No	No	No	No	No	No	No	No	No	No
18	5	66	2	3	No	No	No	No	No	No	No	No	No	No
19	5	60	2	3	No	No	No	No	No	No	No	No	No	No
20	5	24	2	1	No	No	No	No	No	No	No	No	No	No
21	5	18	2	1	No	No	No	No	No	No	No	No	No	No
22	5	18	2	1	No	No	No	No	No	No	No	No	No	No
23	5	12	2	0	No	No	No	No	No	No	No	No	No	No
24	5	12	2	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	15.7	12.7
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02	0:03
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	8	17
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	625	625
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 2: S Via Lata at Cooley Drive

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	641	567	150
2	615	544	144
3	603	533	141
4	513	454	120
5	487	431	114
6	436	386	102
7	404	357	95
8	385	340	90
9	308	272	72
10	288	255	68
11	288	255	68
12	276	244	65
13	250	221	59
14	231	204	54
15	231	204	54
16	224	198	53
17	128	113	30
18	71	62	17
19	64	57	15
20	26	23	6
21	19	17	5
22	19	17	5
23	13	11	3
24	13	11	3

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	1208	1	150	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
2	5	1159	1	144	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
3	5	1136	1	141	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
4	5	967	1	120	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
5	5	918	1	114	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
6	5	822	1	102	No	No	No	Yes	No	Yes	Yes	Yes	No	No
7	5	761	1	95	No	No	No	Yes	No	Yes	Yes	Yes	No	No
8	5	725	1	90	No	No	No	Yes	No	Yes	Yes	Yes	No	No
9	5	580	1	72	No	No	No	No	No	No	No	Yes	No	No
10	5	543	1	68	No	No	No	No	No	No	No	Yes	No	No
11	5	543	1	68	No	No	No	No	No	No	No	Yes	No	No
12	5	520	1	65	No	No	No	No	No	No	No	Yes	No	No
13	5	471	1	59	No	No	No	No	No	No	No	No	No	No
14	5	435	1	54	No	No	No	No	No	No	No	No	No	No
15	5	435	1	54	No	No	No	No	No	No	No	No	No	No
16	5	422	1	53	No	No	No	No	No	No	No	No	No	No
17	5	241	1	30	No	No	No	No	No	No	No	No	No	No
18	5	133	1	17	No	No	No	No	No	No	No	No	No	No
19	5	121	1	15	No	No	No	No	No	No	No	No	No	No
20	5	49	1	6	No	No	No	No	No	No	No	No	No	No
21	5	36	1	5	No	No	No	No	No	No	No	No	No	No
22	5	36	1	5	No	No	No	No	No	No	No	No	No	No
23	5	24	1	3	No	No	No	No	No	No	No	No	No	No
24	5	24	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					1	4	5	8	5	8	8	12	3	0

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	12.6
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:31
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	150
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1358
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 3: SB Cooley Drive at Ashley Way

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets	Minor Streets
	N	E
1	331	260
2	318	250
3	311	244
4	265	208
5	252	198
6	225	177
7	209	164
8	199	156
9	159	125
10	149	117
11	149	117
12	142	112
13	129	101
14	119	94
15	119	94
16	116	91
17	66	52
18	36	29
19	33	26
20	13	10
21	10	8
22	10	8
23	7	5
24	7	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	331	1	260	No	No	No	No	No	No	No	No	No	No
2	2	318	1	250	No	No	No	No	No	No	No	No	No	No
3	2	311	1	244	No	No	No	No	No	No	No	No	No	No
4	2	265	1	208	No	No	No	No	No	No	No	No	No	No
5	2	252	1	198	No	No	No	No	No	No	No	No	No	No
6	2	225	1	177	No	No	No	No	No	No	No	No	No	No
7	2	209	1	164	No	No	No	No	No	No	No	No	No	No
8	2	199	1	156	No	No	No	No	No	No	No	No	No	No
9	2	159	1	125	No	No	No	No	No	No	No	No	No	No
10	2	149	1	117	No	No	No	No	No	No	No	No	No	No
11	2	149	1	117	No	No	No	No	No	No	No	No	No	No
12	2	142	1	112	No	No	No	No	No	No	No	No	No	No
13	2	129	1	101	No	No	No	No	No	No	No	No	No	No
14	2	119	1	94	No	No	No	No	No	No	No	No	No	No
15	2	119	1	94	No	No	No	No	No	No	No	No	No	No
16	2	116	1	91	No	No	No	No	No	No	No	No	No	No
17	2	66	1	52	No	No	No	No	No	No	No	No	No	No
18	2	36	1	29	No	No	No	No	No	No	No	No	No	No
19	2	33	1	26	No	No	No	No	No	No	No	No	No	No
20	2	13	1	10	No	No	No	No	No	No	No	No	No	No
21	2	10	1	8	No	No	No	No	No	No	No	No	No	No
22	2	10	1	8	No	No	No	No	No	No	No	No	No	No
23	2	7	1	5	No	No	No	No	No	No	No	No	No	No
24	2	7	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1:04
Delay Condition Met	No
Volume on Minor Street Approach During Same Hour	260
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	591
Number of Approaches on Intersection	2
Total Volume Condition Met	No
Warrant Met for Approach	No
Warrant Met for Intersection	**No**

Signal Warrants Report For Intersection 5: Cooley Drive at E Via Venita

Warrants Summary

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

Intersection Warrants Parameters

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

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	443	260	12	48
2	425	250	12	46
3	416	244	11	45
4	354	208	10	38
5	337	198	9	36
6	301	177	8	33
7	279	164	8	30
8	266	156	7	29
9	213	125	6	23
10	199	117	5	22
11	199	117	5	22
12	190	112	5	21
13	173	101	5	19
14	159	94	4	17
15	159	94	4	17
16	155	91	4	17
17	89	52	2	10
18	49	29	1	5
19	44	26	1	5
20	18	10	0	2
21	13	8	0	1
22	13	8	0	1
23	9	5	0	1
24	9	5	0	1

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	5	703	2	60	No	No	No	No	No	No	No	Yes	No	No
2	5	675	2	58	No	No	No	No	No	No	No	Yes	No	No
3	5	660	2	56	No	No	No	No	No	No	No	Yes	No	No
4	5	562	2	48	No	No	No	No	No	No	No	No	No	No
5	5	535	2	45	No	No	No	No	No	No	No	No	No	No
6	5	478	2	41	No	No	No	No	No	No	No	No	No	No
7	5	443	2	38	No	No	No	No	No	No	No	No	No	No
8	5	422	2	36	No	No	No	No	No	No	No	No	No	No
9	5	338	2	29	No	No	No	No	No	No	No	No	No	No
10	5	316	2	27	No	No	No	No	No	No	No	No	No	No
11	5	316	2	27	No	No	No	No	No	No	No	No	No	No
12	5	302	2	26	No	No	No	No	No	No	No	No	No	No
13	5	274	2	24	No	No	No	No	No	No	No	No	No	No
14	5	253	2	21	No	No	No	No	No	No	No	No	No	No
15	5	253	2	21	No	No	No	No	No	No	No	No	No	No
16	5	246	2	21	No	No	No	No	No	No	No	No	No	No
17	5	141	2	12	No	No	No	No	No	No	No	No	No	No
18	5	78	2	6	No	No	No	No	No	No	No	No	No	No
19	5	70	2	6	No	No	No	No	No	No	No	No	No	No
20	5	28	2	2	No	No	No	No	No	No	No	No	No	No
21	5	21	2	1	No	No	No	No	No	No	No	No	No	No
22	5	21	2	1	No	No	No	No	No	No	No	No	No	No
23	5	14	2	1	No	No	No	No	No	No	No	No	No	No
24	5	14	2	1	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	3	0	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	14.8	13.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:02	0:11
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	12	48
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	763	763
Number of Approaches on Intersection	4	4
Total Volume Condition Met	No	No
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

APPENDIX H

PROJECT DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX H-I

EXISTING WITH PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 7: Project Driveway 1 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Project Driveway 1		Ashley Way		Ashley Way	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway 1		Ashley Way		Ashley Way	
Base Volume Input [veh/h]	0	4	83	26	0	39
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	83	26	0	39
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	22	7	0	10
Total Analysis Volume [veh/h]	0	4	87	27	0	41
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	8.79	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	0.32	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.79		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Project Driveway 2 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Base Volume Input [veh/h]	8	0	1	2	0	10	37	37	9	0	16	11
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	8	0	1	2	0	10	37	37	9	0	16	11
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
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	0	0	1	0	3	10	10	2	0	4	3
Total Analysis Volume [veh/h]	9	0	1	2	0	11	41	41	10	0	18	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.65	10.09	8.57	9.56	10.08	8.47	7.33	0.00	0.00	7.31	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.04	0.04	0.04	0.08	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.95	0.95	0.95	0.98	0.98	0.98	1.99	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.54			8.64			3.27			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.51											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 7: Project Driveway 1 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Project Driveway 1		Ashley Way		Ashley Way	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway 1		Ashley Way		Ashley Way	
Base Volume Input [veh/h]	0	15	68	11	0	123
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	15	68	11	0	123
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	4	18	3	0	32
Total Analysis Volume [veh/h]	0	16	72	12	0	129
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	8.72	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.72		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.61					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Project Driveway 2 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Base Volume Input [veh/h]	19	0	4	18	0	40	28	43	4	1	55	5
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	19	0	4	18	0	40	28	43	4	1	55	5
Peak Hour Factor	0.8460	0.8460	0.8460	0.8460	0.8460	0.8460	0.8460	0.8460	0.8460	0.8460	0.8460	0.8460
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]	6	0	1	5	0	12	8	13	1	0	16	1
Total Analysis Volume [veh/h]	22	0	5	21	0	47	33	51	5	1	65	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.03	0.00	0.05	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.35	10.42	8.74	10.12	10.56	8.94	7.41	0.00	0.00	7.33	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.11	0.24	0.24	0.24	0.07	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.84	2.84	2.84	6.08	6.08	6.08	1.65	0.00	0.00	0.05	0.05	0.05
d_A, Approach Delay [s/veh]	10.05			9.30			2.75			0.10		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	4.51											
Intersection LOS	B											

APPENDIX H-II

YEAR 2021 WITH PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 7: Project Driveway 1 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Project Driveway 1		Ashley Way		Ashley Way	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway 1		Ashley Way		Ashley Way	
Base Volume Input [veh/h]	0	4	86	26	0	40
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	86	26	0	40
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	23	7	0	11
Total Analysis Volume [veh/h]	0	4	91	27	0	42
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	8.81	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	0.32	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.81		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Project Driveway 2 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Base Volume Input [veh/h]	8	0	1	2	0	10	38	38	9	0	17	11
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	8	0	1	2	0	10	38	38	9	0	17	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	0	1	0	3	10	10	2	0	4	3
Total Analysis Volume [veh/h]	8	0	1	2	0	11	40	40	9	0	18	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.61	10.06	8.56	9.53	10.05	8.47	7.33	0.00	0.00	7.31	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.04	0.04	0.04	0.08	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.84	0.84	0.84	0.98	0.98	0.98	1.94	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.50			8.63			3.30			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.48											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 7: Project Driveway 1 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Project Driveway 1		Ashley Way		Ashley Way	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway 1		Ashley Way		Ashley Way	
Base Volume Input [veh/h]	0	15	71	11	0	127
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	15	71	11	0	127
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	4	19	3	0	33
Total Analysis Volume [veh/h]	0	16	75	12	0	134
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	8.74	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.25	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.74		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.59					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Project Driveway 2 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Base Volume Input [veh/h]	19	0	4	19	0	42	29	45	4	1	57	5
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	19	0	4	19	0	42	29	45	4	1	57	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	1	5	0	11	8	12	1	0	15	1
Total Analysis Volume [veh/h]	20	0	4	20	0	44	31	47	4	1	60	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.03	0.00	0.04	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.18	10.29	8.69	9.98	10.43	8.89	7.39	0.00	0.00	7.32	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.22	0.22	0.22	0.06	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.46	2.46	2.46	5.62	5.62	5.62	1.54	0.00	0.00	0.05	0.05	0.05
d_A, Approach Delay [s/veh]	9.93			9.23			2.79			0.11		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.51											
Intersection LOS	B											

APPENDIX H-III

YEAR 2040 WITH PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 7: Project Driveway 1 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Project Driveway 1		Ashley Way		Ashley Way	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway 1		Ashley Way		Ashley Way	
Base Volume Input [veh/h]	0	4	86	26	0	40
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	86	26	0	40
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	23	7	0	11
Total Analysis Volume [veh/h]	0	4	91	27	0	42
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	8.81	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	0.32	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.81		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Project Driveway 2 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Base Volume Input [veh/h]	8	0	1	2	0	10	38	38	9	0	17	11
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	8	0	1	2	0	10	38	38	9	0	17	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	0	1	0	3	10	10	2	0	4	3
Total Analysis Volume [veh/h]	8	0	1	2	0	11	40	40	9	0	18	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.61	10.06	8.56	9.53	10.05	8.47	7.33	0.00	0.00	7.31	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.04	0.04	0.04	0.08	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.84	0.84	0.84	0.98	0.98	0.98	1.94	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.50			8.63			3.30			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.48											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 7: Project Driveway 1 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Project Driveway 1		Ashley Way		Ashley Way	
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 Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Driveway 1		Ashley Way		Ashley Way	
Base Volume Input [veh/h]	0	15	71	11	0	127
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	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	15	71	11	0	127
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	4	19	3	0	33
Total Analysis Volume [veh/h]	0	16	75	12	0	134
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	8.74	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.25	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.74		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.59					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Project Driveway 2 at Ashley Way

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Project Driveway 2			Ashley Driveway			Ashley Way			Ashley Way		
Base Volume Input [veh/h]	19	0	4	19	0	42	29	45	4	1	57	5
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	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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]	19	0	4	19	0	42	29	45	4	1	57	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	1	5	0	11	8	12	1	0	15	1
Total Analysis Volume [veh/h]	20	0	4	20	0	44	31	47	4	1	60	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.03	0.00	0.04	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.18	10.29	8.69	9.98	10.43	8.89	7.39	0.00	0.00	7.32	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.22	0.22	0.22	0.06	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.46	2.46	2.46	5.62	5.62	5.62	1.54	0.00	0.00	0.05	0.05	0.05
d_A, Approach Delay [s/veh]	9.93			9.23			2.79			0.11		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.51											
Intersection LOS	B											

THIS PAGE INTENTIONALLY LEFT BLANK

H.2 - Response to Comments Memo

THIS PAGE INTENTIONALLY LEFT BLANK

MEMORANDUM

LINSCOTT LAW & GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

To: Victor Ortiz
City Engineer – City of Colton

Date: March 4, 2019

From: Zawwar Saiyed, P.E., Senior Transportation Engineer
Linscott, Law & Greenspan, Engineers

LLG Ref: 2.18.4065.1

Subject: Traffic Impact Analysis – Ashley Way Logistics Center, Colton
Response To Comments Memorandum

Linscott, Law & Greenspan, Engineers (LLG) is pleased to provide the following responses to address City of Colton comments dated March 2, 2019, which are included at the end of this letter, as it pertains to the *Traffic Impact Analysis (TIA) for Ashley Way Logistics Center in Colton, prepared by LLG on January 30, 2019*. A revised TIA dated March 4, 2019 has been updated to address all applicable comments of the City as summarized below.

Response to City of Colton Comments:

- **Response to Comment 1:** Comment noted. The appropriate figures have been updated accordingly with the Project driveways labeled.

- **Response to Comment 2:** Comment noted. The report text has been updated accordingly to include appropriate signage at Project Driveway 1 which should include a "Truck Entrance" wayfinding signage, as well as signage to restrict left-turns (Sign R3-2) for all vehicles. It has been also updated to state the installation of right-turn restriction signage for trucks only (Signs R3-1 & M4-4) at Project Driveway 2 for both the ingress and egress movements.

- **Response to Comment 3:** Comment noted. The decrease in LOS is based on the change in the peak hour factors (PHF). Existing PHF were used for the Existing and Existing With Project traffic conditions analysis only. Per the *San Bernardino County Congestion Management Plan (CMP), Appendix B,* future analysis should use a peak hour factor (PHF) of 0.95. Thus, no changes to the report are recommended.

- **Response to Comment 4:** Comment noted. See response to Comment 3.

- **Response to Comment 5:** Comment noted. See response to Comment 3.

- **Response to Comment 6:** Comment noted. See response to Comment 3.

* * * * * * * * * * *

Please let us know if you have any comments or questions regarding this response to comments memorandum.

Attachments

cc: Keil Maberry, P.E. LLG
File

LINSCOTT
LAW &
GREENSPAN
engineers

CITY OF COLTON COMMENT MEMORANDUM OF MARCH 2, 2019

MINAGAR & ASSOCIATES, INC.
Traffic Engineering – Transportation Planning – Intelligent Transportation Systems (ITS) – Civil/Electrical Engineering & CEM Consultants

March2, 2019

Mr. Victor Ortiz, PE
City Engineer
City of Colton
105 South 10th St.
Colton, CA 92324

Subject: TO#201 – Review of Traffic Impact Analysis Report for the Proposed Ashley Way Logistics Center, Colton

Dear Victor,

We have completed our review of the **TO#201 Traffic Impact Analysis Report dated January 30, 2019** for the subject project. *While the project is categorically approved based upon compliance and conformance to all the requirements and our 2nd review comments of the last Scoping Agreement. However, as a matter of accuracy and protocol, the project traffic consultant should make the following corrections and modifications*

We have the following comments:

1. The proposed two (2) Driveways 1 & 2 to be labeled and identified on the figures/exhibits.
2. On Page 28 of the TIA, the consultant should include the requirements for the installation of proper "Right-In" & "Right-Out" as well as "No Truck Entrance" signs for the proposed two Driveways to eliminate bottle neck and/or confusion for the truckers using the facility.
3. On Table 8-1, on Page 20, for the intersection #4, the LOS in the future (i.e, 2021 cannot be better than the Existing Year 2019).
4. On Table 8-1, on Page 20, for the Year 2021 Without Project Traffic Conditions, why all the delay values are less than the Existing Year 2019? All the computer input values must be double checked.
5. On Table 9-1, on Page 22, for the intersection #5, the LOS in the future (i.e, 2040 With and also Without Project Conditions, cannot be better than the Existing Year 2019)!
6. On Table 9-1, on Page 22 for the Year 2040 Without Project Traffic Conditions, why all the delay values are less than the Existing Year 2019? All the computer input values must be double checked.

All other proposed assumptions, methodologies and initial trip generations and distributions are acceptable.

Should you have any questions, I can be contacted conveniently via e-mail at minagarf@minagrinc.com.

Thank you.

Sincerely,

MINAGAR & ASSOCIATES, INC.
(A California Corporation)

Fred Minagar, MS, RCE, PE, FITE
President/Contract City Traffic Engineer

THIS PAGE INTENTIONALLY LEFT BLANK