# APPENDIX C

## INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

*APPENDIX C-I*

# EXISTING TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.697 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 417 | 1150 | 117 | 792 | 1145 | 235 | 184 | 31 | 297 | 274 | 2 | 461 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 417 | 1150 | 117 | 792 | 1145 | 235 | 184 | 31 | 297 | 274 | 2 | 461 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 104 | 288 | 29 | 198 | 286 | 59 | 46 | 8 | 74 | 69 | 1 | 115 |
| Total Analysis Volume [veh/h] | 417 | 1150 | 117 | 792 | 1145 | 235 | 184 | 31 | 297 | 274 | 2 | 461 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.12 | 0.17 | 0.07 | 0.23 | 0.22 | 0.14 | 0.05 | 0.10 | 0.10 | 0.08 | 0.14 | 0.14 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.697 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.659 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 120 | 1256 | 121 | 195 | 1109 | 398 | 348 | 1086 | 157 | 130 | 465 | 89 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 120 | 1256 | 121 | 195 | 1109 | 398 | 348 | 1086 | 157 | 130 | 465 | 89 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 314 | 30 | 49 | 277 | 100 | 87 | 272 | 39 | 33 | 116 | 22 |
| Total Analysis Volume [veh/h] | 120 | 1256 | 121 | 195 | 1109 | 398 | 348 | 1086 | 157 | 130 | 465 | 89 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.27 | 0.27 | 0.06 | 0.22 | 0.23 | 0.10 | 0.24 | 0.24 | 0.04 | 0.11 | 0.11 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.659 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.691 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 93 | 1 | 326 | 2 | 0 | 3 | 7 | 1240 | 137 | 137 | 595 | 3 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 93 | 1 | 326 | 2 | 0 | 3 | 7 | 1240 | 137 | 137 | 595 | 3 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 23 | 0 | 82 | 1 | 0 | 1 | 2 | 310 | 34 | 34 | 149 | 1 |
| Total Analysis Volume [veh/h] | 93 | 1 | 326 | 2 | 0 | 3 | 7 | 1240 | 137 | 137 | 595 | 3 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.05 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.36 | 0.08 | 0.08 | 0.18 | 0.18 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.691 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.611 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 332 | 35 | 698 | 881 | 703 | 438 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 332 | 35 | 698 | 881 | 703 | 438 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 83 | 9 | 175 | 220 | 176 | 110 |
| Total Analysis Volume [veh/h] | 332 | 35 | 698 | 881 | 703 | 438 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.02 | 0.21 | 0.17 | 0.21 | 0.26 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.611 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.475 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 98 | 233 | 876 | 337 | 201 | 1034 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 98 | 233 | 876 | 337 | 201 | 1034 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 58 | 219 | 84 | 50 | 259 |
| Total Analysis Volume [veh/h] | 98 | 233 | 876 | 337 | 201 | 1034 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.24 | 0.24 | 0.12 | 0.20 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.475 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.663 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 191 | 113 | 235 | 135 | 29 | 282 | 82 | 819 | 203 | 310 | 772 | 138 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 191 | 113 | 235 | 135 | 29 | 282 | 82 | 819 | 203 | 310 | 772 | 138 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 48 | 28 | 59 | 34 | 7 | 71 | 21 | 205 | 51 | 78 | 193 | 35 |
| Total Analysis Volume [veh/h] | 191 | 113 | 235 | 135 | 29 | 282 | 82 | 819 | 203 | 310 | 772 | 138 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.09 | 0.14 | 0.08 | 0.18 | 0.18 | 0.05 | 0.20 | 0.20 | 0.09 | 0.18 | 0.18 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.663 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.780 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 339 | 1240 | 123 | 562 | 1345 | 272 | 360 | 0 | 371 | 427 | 1 | 709 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 339 | 1240 | 123 | 562 | 1345 | 272 | 360 | 0 | 371 | 427 | 1 | 709 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 85 | 310 | 31 | 141 | 336 | 68 | 90 | 0 | 93 | 107 | 0 | 177 |
| Total Analysis Volume [veh/h] | 339 | 1240 | 123 | 562 | 1345 | 272 | 360 | 0 | 371 | 427 | 1 | 709 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.18 | 0.07 | 0.17 | 0.26 | 0.16 | 0.11 | 0.00 | 0.14 | 0.13 | 0.22 | 0.22 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.780 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.687 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 180 | 1188 | 143 | 118 | 1490 | 542 | 428 | 625 | 176 | 189 | 607 | 105 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 180 | 1188 | 143 | 118 | 1490 | 542 | 428 | 625 | 176 | 189 | 607 | 105 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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 | 297 | 36 | 30 | 373 | 136 | 107 | 156 | 44 | 47 | 152 | 26 |
| Total Analysis Volume [veh/h] | 180 | 1188 | 143 | 118 | 1490 | 542 | 428 | 625 | 176 | 189 | 607 | 105 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.05 | 0.26 | 0.26 | 0.03 | 0.29 | 0.32 | 0.13 | 0.16 | 0.16 | 0.06 | 0.14 | 0.14 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.687 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.539 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 80 | 0 | 233 | 1 | 1 | 2 | 16 | 781 | 81 | 204 | 812 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 80 | 0 | 233 | 1 | 1 | 2 | 16 | 781 | 81 | 204 | 812 | 1 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 0 | 58 | 0 | 0 | 1 | 4 | 195 | 20 | 51 | 203 | 0 |
| Total Analysis Volume [veh/h] | 80 | 0 | 233 | 1 | 1 | 2 | 16 | 781 | 81 | 204 | 812 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.05 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.01 | 0.23 | 0.05 | 0.12 | 0.24 | 0.24 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.539 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.543 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 402 | 55 | 312 | 708 | 961 | 368 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 402 | 55 | 312 | 708 | 961 | 368 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 101 | 14 | 78 | 177 | 240 | 92 |
| Total Analysis Volume [veh/h] | 402 | 55 | 312 | 708 | 961 | 368 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.12 | 0.03 | 0.09 | 0.14 | 0.28 | 0.22 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.543 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.420 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 114 | 221 | 842 | 250 | 155 | 1216 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 114 | 221 | 842 | 250 | 155 | 1216 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 29 | 55 | 211 | 63 | 39 | 304 |
| Total Analysis Volume [veh/h] | 114 | 221 | 842 | 250 | 155 | 1216 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.21 | 0.21 | 0.09 | 0.24 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.420 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.627 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 215 | 243 | 213 | 154 | 20 | 223 | 120 | 795 | 143 | 289 | 923 | 204 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 215 | 243 | 213 | 154 | 20 | 223 | 120 | 795 | 143 | 289 | 923 | 204 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 54 | 61 | 53 | 39 | 5 | 56 | 30 | 199 | 36 | 72 | 231 | 51 |
| Total Analysis Volume [veh/h] | 215 | 243 | 213 | 154 | 20 | 223 | 120 | 795 | 143 | 289 | 923 | 204 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.14 | 0.13 | 0.09 | 0.14 | 0.14 | 0.07 | 0.18 | 0.18 | 0.09 | 0.22 | 0.22 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.627 | | | | | | | | | | | |

*APPENDIX C-II*

# EXISTING PLUS PROJECT (SCENARIO NO. 2) TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.698 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 427 | 1154 | 117 | 792 | 1146 | 235 | 184 | 31 | 299 | 274 | 2 | 461 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 427 | 1154 | 117 | 792 | 1146 | 235 | 184 | 31 | 299 | 274 | 2 | 461 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 107 | 289 | 29 | 198 | 287 | 59 | 46 | 8 | 75 | 69 | 1 | 115 |
| Total Analysis Volume [veh/h] | 427 | 1154 | 117 | 792 | 1146 | 235 | 184 | 31 | 299 | 274 | 2 | 461 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.17 | 0.07 | 0.23 | 0.22 | 0.14 | 0.05 | 0.10 | 0.10 | 0.08 | 0.14 | 0.14 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.698 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.662 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 120 | 1256 | 122 | 198 | 1109 | 398 | 348 | 1087 | 157 | 134 | 469 | 103 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 120 | 1256 | 122 | 198 | 1109 | 398 | 348 | 1087 | 157 | 134 | 469 | 103 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 314 | 31 | 50 | 277 | 100 | 87 | 272 | 39 | 34 | 117 | 26 |
| Total Analysis Volume [veh/h] | 120 | 1256 | 122 | 198 | 1109 | 398 | 348 | 1087 | 157 | 134 | 469 | 103 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.27 | 0.27 | 0.06 | 0.22 | 0.23 | 0.10 | 0.24 | 0.24 | 0.04 | 0.11 | 0.11 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.662 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.696 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 93 | 1 | 326 | 2 | 0 | 3 | 7 | 1258 | 138 | 137 | 598 | 3 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 93 | 1 | 326 | 2 | 0 | 3 | 7 | 1258 | 138 | 137 | 598 | 3 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 23 | 0 | 82 | 1 | 0 | 1 | 2 | 315 | 35 | 34 | 150 | 1 |
| Total Analysis Volume [veh/h] | 93 | 1 | 326 | 2 | 0 | 3 | 7 | 1258 | 138 | 137 | 598 | 3 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.05 | 0.19 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.08 | 0.08 | 0.18 | 0.18 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.696 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.614 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 332 | 35 | 710 | 886 | 706 | 438 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 332 | 35 | 710 | 886 | 706 | 438 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 83 | 9 | 178 | 222 | 177 | 110 |
| Total Analysis Volume [veh/h] | 332 | 35 | 710 | 886 | 706 | 438 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.02 | 0.21 | 0.17 | 0.21 | 0.26 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.614 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.476 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 98 | 233 | 880 | 338 | 201 | 1037 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 98 | 233 | 880 | 338 | 201 | 1037 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 58 | 220 | 85 | 50 | 259 |
| Total Analysis Volume [veh/h] | 98 | 233 | 880 | 338 | 201 | 1037 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.24 | 0.24 | 0.12 | 0.20 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.476 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.664 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 193 | 113 | 235 | 135 | 29 | 282 | 82 | 823 | 203 | 310 | 773 | 138 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 193 | 113 | 235 | 135 | 29 | 282 | 82 | 823 | 203 | 310 | 773 | 138 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 48 | 28 | 59 | 34 | 7 | 71 | 21 | 206 | 51 | 78 | 193 | 35 |
| Total Analysis Volume [veh/h] | 193 | 113 | 235 | 135 | 29 | 282 | 82 | 823 | 203 | 310 | 773 | 138 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.09 | 0.14 | 0.08 | 0.18 | 0.18 | 0.05 | 0.20 | 0.20 | 0.09 | 0.18 | 0.18 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.664 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.784 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 344 | 1242 | 123 | 562 | 1349 | 272 | 360 | 0 | 381 | 427 | 1 | 709 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 344 | 1242 | 123 | 562 | 1349 | 272 | 360 | 0 | 381 | 427 | 1 | 709 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 86 | 311 | 31 | 141 | 337 | 68 | 90 | 0 | 95 | 107 | 0 | 177 |
| Total Analysis Volume [veh/h] | 344 | 1242 | 123 | 562 | 1349 | 272 | 360 | 0 | 381 | 427 | 1 | 709 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.18 | 0.07 | 0.17 | 0.26 | 0.16 | 0.11 | 0.00 | 0.15 | 0.13 | 0.22 | 0.22 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.784 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.689 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 180 | 1188 | 147 | 132 | 1490 | 542 | 428 | 629 | 176 | 191 | 609 | 112 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 180 | 1188 | 147 | 132 | 1490 | 542 | 428 | 629 | 176 | 191 | 609 | 112 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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 | 297 | 37 | 33 | 373 | 136 | 107 | 157 | 44 | 48 | 152 | 28 |
| Total Analysis Volume [veh/h] | 180 | 1188 | 147 | 132 | 1490 | 542 | 428 | 629 | 176 | 191 | 609 | 112 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.05 | 0.26 | 0.26 | 0.04 | 0.29 | 0.32 | 0.13 | 0.16 | 0.16 | 0.06 | 0.14 | 0.14 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.689 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.542 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 81 | 0 | 233 | 1 | 1 | 2 | 16 | 790 | 81 | 204 | 829 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 81 | 0 | 233 | 1 | 1 | 2 | 16 | 790 | 81 | 204 | 829 | 1 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 20 | 0 | 58 | 0 | 0 | 1 | 4 | 198 | 20 | 51 | 207 | 0 |
| Total Analysis Volume [veh/h] | 81 | 0 | 233 | 1 | 1 | 2 | 16 | 790 | 81 | 204 | 829 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.05 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.01 | 0.23 | 0.05 | 0.12 | 0.24 | 0.24 |
| Intersection LOS | A | | | | | | | | | | | |
| Intersection V/C | 0.542 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.549 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 402 | 55 | 318 | 711 | 978 | 368 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 402 | 55 | 318 | 711 | 978 | 368 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 101 | 14 | 80 | 178 | 245 | 92 |
| Total Analysis Volume [veh/h] | 402 | 55 | 318 | 711 | 978 | 368 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.12 | 0.03 | 0.09 | 0.14 | 0.29 | 0.22 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.549 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.421 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 115 | 221 | 844 | 251 | 155 | 1232 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 115 | 221 | 844 | 251 | 155 | 1232 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 29 | 55 | 211 | 63 | 39 | 308 |
| Total Analysis Volume [veh/h] | 115 | 221 | 844 | 251 | 155 | 1232 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.21 | 0.21 | 0.09 | 0.24 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.421 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.628 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 227 | 243 | 213 | 154 | 20 | 223 | 120 | 797 | 143 | 289 | 927 | 204 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 227 | 243 | 213 | 154 | 20 | 223 | 120 | 797 | 143 | 289 | 927 | 204 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 57 | 61 | 53 | 39 | 5 | 56 | 30 | 199 | 36 | 72 | 232 | 51 |
| Total Analysis Volume [veh/h] | 227 | 243 | 213 | 154 | 20 | 223 | 120 | 797 | 143 | 289 | 927 | 204 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.14 | 0.13 | 0.09 | 0.14 | 0.14 | 0.07 | 0.18 | 0.18 | 0.09 | 0.22 | 0.22 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.628 | | | | | | | | | | | |

*APPENDIX C-III*

# EXISTING PLUS CUMULATIVE PROJECTS TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.710 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 465 | 1208 | 121 | 793 | 1200 | 236 | 186 | 31 | 314 | 273 | 2 | 463 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 465 | 1208 | 121 | 793 | 1200 | 236 | 186 | 31 | 314 | 273 | 2 | 463 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 116 | 302 | 30 | 198 | 300 | 59 | 47 | 8 | 79 | 68 | 1 | 116 |
| Total Analysis Volume [veh/h] | 465 | 1208 | 121 | 793 | 1200 | 236 | 186 | 31 | 314 | 273 | 2 | 463 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.14 | 0.18 | 0.07 | 0.23 | 0.24 | 0.14 | 0.05 | 0.10 | 0.10 | 0.08 | 0.14 | 0.14 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.710 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.705 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 130 | 1291 | 145 | 225 | 1144 | 404 | 360 | 1168 | 161 | 159 | 538 | 151 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 130 | 1291 | 145 | 225 | 1144 | 404 | 360 | 1168 | 161 | 159 | 538 | 151 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 33 | 323 | 36 | 56 | 286 | 101 | 90 | 292 | 40 | 40 | 135 | 38 |
| Total Analysis Volume [veh/h] | 130 | 1291 | 145 | 225 | 1144 | 404 | 360 | 1168 | 161 | 159 | 538 | 151 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.28 | 0.28 | 0.07 | 0.22 | 0.24 | 0.11 | 0.26 | 0.26 | 0.05 | 0.14 | 0.14 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.705 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.824 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 184 | 1 | 420 | 2 | 0 | 3 | 7 | 1314 | 205 | 232 | 668 | 3 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 184 | 1 | 420 | 2 | 0 | 3 | 7 | 1314 | 205 | 232 | 668 | 3 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 46 | 0 | 105 | 1 | 0 | 1 | 2 | 329 | 51 | 58 | 167 | 1 |
| Total Analysis Volume [veh/h] | 184 | 1 | 420 | 2 | 0 | 3 | 7 | 1314 | 205 | 232 | 668 | 3 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.12 | 0.14 | 0.20 | 0.20 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.824 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.648 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 347 | 79 | 767 | 981 | 850 | 459 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 347 | 79 | 767 | 981 | 850 | 459 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 87 | 20 | 192 | 245 | 213 | 115 |
| Total Analysis Volume [veh/h] | 347 | 79 | 767 | 981 | 850 | 459 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.05 | 0.23 | 0.19 | 0.25 | 0.27 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.648 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.498 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 101 | 234 | 988 | 340 | 202 | 1197 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 101 | 234 | 988 | 340 | 202 | 1197 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 59 | 247 | 85 | 51 | 299 |
| Total Analysis Volume [veh/h] | 101 | 234 | 988 | 340 | 202 | 1197 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.26 | 0.26 | 0.12 | 0.23 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.498 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.701 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 253 | 113 | 250 | 136 | 30 | 283 | 82 | 909 | 225 | 330 | 873 | 138 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 253 | 113 | 250 | 136 | 30 | 283 | 82 | 909 | 225 | 330 | 873 | 138 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 63 | 28 | 63 | 34 | 8 | 71 | 21 | 227 | 56 | 83 | 218 | 35 |
| Total Analysis Volume [veh/h] | 253 | 113 | 250 | 136 | 30 | 283 | 82 | 909 | 225 | 330 | 873 | 138 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.11 | 0.15 | 0.08 | 0.18 | 0.18 | 0.05 | 0.22 | 0.22 | 0.10 | 0.20 | 0.20 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.701 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.813 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 385 | 1295 | 124 | 565 | 1399 | 275 | 363 | 0 | 408 | 430 | 1 | 712 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 385 | 1295 | 124 | 565 | 1399 | 275 | 363 | 0 | 408 | 430 | 1 | 712 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 96 | 324 | 31 | 141 | 350 | 69 | 91 | 0 | 102 | 108 | 0 | 178 |
| Total Analysis Volume [veh/h] | 385 | 1295 | 124 | 565 | 1399 | 275 | 363 | 0 | 408 | 430 | 1 | 712 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.19 | 0.07 | 0.17 | 0.27 | 0.16 | 0.11 | 0.00 | 0.15 | 0.13 | 0.22 | 0.22 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.813 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.724 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 191 | 1227 | 170 | 155 | 1535 | 556 | 445 | 689 | 183 | 223 | 668 | 149 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 191 | 1227 | 170 | 155 | 1535 | 556 | 445 | 689 | 183 | 223 | 668 | 149 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 48 | 307 | 43 | 39 | 384 | 139 | 111 | 172 | 46 | 56 | 167 | 37 |
| Total Analysis Volume [veh/h] | 191 | 1227 | 170 | 155 | 1535 | 556 | 445 | 689 | 183 | 223 | 668 | 149 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.27 | 0.27 | 0.05 | 0.30 | 0.33 | 0.13 | 0.17 | 0.17 | 0.07 | 0.16 | 0.16 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.724 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.606 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 108 | 0 | 267 | 1 | 1 | 2 | 16 | 867 | 97 | 240 | 929 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 108 | 0 | 267 | 1 | 1 | 2 | 16 | 867 | 97 | 240 | 929 | 1 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 27 | 0 | 67 | 0 | 0 | 1 | 4 | 217 | 24 | 60 | 232 | 0 |
| Total Analysis Volume [veh/h] | 108 | 0 | 267 | 1 | 1 | 2 | 16 | 867 | 97 | 240 | 929 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.01 | 0.26 | 0.06 | 0.14 | 0.27 | 0.27 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.606 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.606 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 420 | 82 | 371 | 782 | 1099 | 384 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 420 | 82 | 371 | 782 | 1099 | 384 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 105 | 21 | 93 | 196 | 275 | 96 |
| Total Analysis Volume [veh/h] | 420 | 82 | 371 | 782 | 1099 | 384 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.12 | 0.05 | 0.11 | 0.15 | 0.32 | 0.23 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.606 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.439 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 118 | 222 | 930 | 254 | 156 | 1366 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 118 | 222 | 930 | 254 | 156 | 1366 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 56 | 233 | 64 | 39 | 342 |
| Total Analysis Volume [veh/h] | 118 | 222 | 930 | 254 | 156 | 1366 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.23 | 0.23 | 0.09 | 0.27 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.439 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.659 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 285 | 244 | 230 | 155 | 21 | 225 | 122 | 873 | 151 | 304 | 1004 | 205 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 285 | 244 | 230 | 155 | 21 | 225 | 122 | 873 | 151 | 304 | 1004 | 205 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 71 | 61 | 58 | 39 | 5 | 56 | 31 | 218 | 38 | 76 | 251 | 51 |
| Total Analysis Volume [veh/h] | 285 | 244 | 230 | 155 | 21 | 225 | 122 | 873 | 151 | 304 | 1004 | 205 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.16 | 0.14 | 0.09 | 0.14 | 0.14 | 0.07 | 0.20 | 0.20 | 0.09 | 0.24 | 0.24 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.659 | | | | | | | | | | | |

*APPENDIX C-IV*

# EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT (SCENARIO NO.1) TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.711 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 474 | 1212 | 121 | 793 | 1201 | 236 | 186 | 31 | 316 | 273 | 2 | 463 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 474 | 1212 | 121 | 793 | 1201 | 236 | 186 | 31 | 316 | 273 | 2 | 463 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 119 | 303 | 30 | 198 | 300 | 59 | 47 | 8 | 79 | 68 | 1 | 116 |
| Total Analysis Volume [veh/h] | 474 | 1212 | 121 | 793 | 1201 | 236 | 186 | 31 | 316 | 273 | 2 | 463 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.14 | 0.18 | 0.07 | 0.23 | 0.24 | 0.14 | 0.05 | 0.10 | 0.10 | 0.08 | 0.14 | 0.14 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.711 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.707 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 130 | 1291 | 146 | 227 | 1144 | 404 | 360 | 1169 | 161 | 163 | 542 | 164 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 130 | 1291 | 146 | 227 | 1144 | 404 | 360 | 1169 | 161 | 163 | 542 | 164 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 33 | 323 | 37 | 57 | 286 | 101 | 90 | 292 | 40 | 41 | 136 | 41 |
| Total Analysis Volume [veh/h] | 130 | 1291 | 146 | 227 | 1144 | 404 | 360 | 1169 | 161 | 163 | 542 | 164 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.28 | 0.28 | 0.07 | 0.22 | 0.24 | 0.11 | 0.26 | 0.26 | 0.05 | 0.14 | 0.14 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.707 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.828 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 184 | 1 | 420 | 2 | 0 | 3 | 7 | 1329 | 206 | 232 | 671 | 3 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 184 | 1 | 420 | 2 | 0 | 3 | 7 | 1329 | 206 | 232 | 671 | 3 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 46 | 0 | 105 | 1 | 0 | 1 | 2 | 332 | 52 | 58 | 168 | 1 |
| Total Analysis Volume [veh/h] | 184 | 1 | 420 | 2 | 0 | 3 | 7 | 1329 | 206 | 232 | 671 | 3 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.12 | 0.14 | 0.20 | 0.20 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.828 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.651 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 347 | 79 | 778 | 986 | 853 | 459 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 347 | 79 | 778 | 986 | 853 | 459 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 87 | 20 | 195 | 247 | 213 | 115 |
| Total Analysis Volume [veh/h] | 347 | 79 | 778 | 986 | 853 | 459 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.05 | 0.23 | 0.19 | 0.25 | 0.27 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.651 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.499 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 101 | 234 | 992 | 341 | 202 | 1200 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 101 | 234 | 992 | 341 | 202 | 1200 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 59 | 248 | 85 | 51 | 300 |
| Total Analysis Volume [veh/h] | 101 | 234 | 992 | 341 | 202 | 1200 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.26 | 0.26 | 0.12 | 0.24 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.499 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.701 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 255 | 113 | 250 | 136 | 30 | 283 | 82 | 913 | 225 | 330 | 874 | 138 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 255 | 113 | 250 | 136 | 30 | 283 | 82 | 913 | 225 | 330 | 874 | 138 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 64 | 28 | 63 | 34 | 8 | 71 | 21 | 228 | 56 | 83 | 219 | 35 |
| Total Analysis Volume [veh/h] | 255 | 113 | 250 | 136 | 30 | 283 | 82 | 913 | 225 | 330 | 874 | 138 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.11 | 0.15 | 0.08 | 0.18 | 0.18 | 0.05 | 0.22 | 0.22 | 0.10 | 0.20 | 0.20 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.701 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.817 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 390 | 1297 | 124 | 565 | 1403 | 275 | 363 | 0 | 417 | 430 | 1 | 712 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 390 | 1297 | 124 | 565 | 1403 | 275 | 363 | 0 | 417 | 430 | 1 | 712 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 98 | 324 | 31 | 141 | 351 | 69 | 91 | 0 | 104 | 108 | 0 | 178 |
| Total Analysis Volume [veh/h] | 390 | 1297 | 124 | 565 | 1403 | 275 | 363 | 0 | 417 | 430 | 1 | 712 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.19 | 0.07 | 0.17 | 0.28 | 0.16 | 0.11 | 0.00 | 0.15 | 0.13 | 0.22 | 0.22 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.817 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.726 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 191 | 1227 | 174 | 167 | 1535 | 556 | 445 | 693 | 183 | 225 | 670 | 155 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 191 | 1227 | 174 | 167 | 1535 | 556 | 445 | 693 | 183 | 225 | 670 | 155 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 48 | 307 | 44 | 42 | 384 | 139 | 111 | 173 | 46 | 56 | 168 | 39 |
| Total Analysis Volume [veh/h] | 191 | 1227 | 174 | 167 | 1535 | 556 | 445 | 693 | 183 | 225 | 670 | 155 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.27 | 0.27 | 0.05 | 0.30 | 0.33 | 0.13 | 0.17 | 0.17 | 0.07 | 0.16 | 0.16 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.726 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.608 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 109 | 0 | 267 | 1 | 1 | 2 | 16 | 875 | 97 | 240 | 944 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 109 | 0 | 267 | 1 | 1 | 2 | 16 | 875 | 97 | 240 | 944 | 1 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 27 | 0 | 67 | 0 | 0 | 1 | 4 | 219 | 24 | 60 | 236 | 0 |
| Total Analysis Volume [veh/h] | 109 | 0 | 267 | 1 | 1 | 2 | 16 | 875 | 97 | 240 | 944 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.01 | 0.26 | 0.06 | 0.14 | 0.28 | 0.28 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.608 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.612 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 420 | 82 | 376 | 784 | 1114 | 384 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 420 | 82 | 376 | 784 | 1114 | 384 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 105 | 21 | 94 | 196 | 279 | 96 |
| Total Analysis Volume [veh/h] | 420 | 82 | 376 | 784 | 1114 | 384 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.12 | 0.05 | 0.11 | 0.15 | 0.33 | 0.23 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.612 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.440 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 119 | 222 | 932 | 255 | 156 | 1380 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 119 | 222 | 932 | 255 | 156 | 1380 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 56 | 233 | 64 | 39 | 345 |
| Total Analysis Volume [veh/h] | 119 | 222 | 932 | 255 | 156 | 1380 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.07 | 0.23 | 0.23 | 0.09 | 0.27 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.440 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.663 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 296 | 244 | 230 | 155 | 21 | 225 | 122 | 875 | 151 | 304 | 1008 | 205 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 296 | 244 | 230 | 155 | 21 | 225 | 122 | 875 | 151 | 304 | 1008 | 205 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 74 | 61 | 58 | 39 | 5 | 56 | 31 | 219 | 38 | 76 | 252 | 51 |
| Total Analysis Volume [veh/h] | 296 | 244 | 230 | 155 | 21 | 225 | 122 | 875 | 151 | 304 | 1008 | 205 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.09 | 0.16 | 0.14 | 0.09 | 0.14 | 0.14 | 0.07 | 0.20 | 0.20 | 0.09 | 0.24 | 0.24 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.663 | | | | | | | | | | | |

*APPENDIX C-V*

# EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT (SCENARIO NO.2) TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.711 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 475 | 1212 | 121 | 793 | 1201 | 236 | 186 | 31 | 316 | 273 | 2 | 463 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 475 | 1212 | 121 | 793 | 1201 | 236 | 186 | 31 | 316 | 273 | 2 | 463 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 119 | 303 | 30 | 198 | 300 | 59 | 47 | 8 | 79 | 68 | 1 | 116 |
| Total Analysis Volume [veh/h] | 475 | 1212 | 121 | 793 | 1201 | 236 | 186 | 31 | 316 | 273 | 2 | 463 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.14 | 0.18 | 0.07 | 0.23 | 0.24 | 0.14 | 0.05 | 0.10 | 0.10 | 0.08 | 0.14 | 0.14 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.711 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.708 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 130 | 1291 | 146 | 228 | 1144 | 404 | 360 | 1169 | 161 | 163 | 542 | 165 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 130 | 1291 | 146 | 228 | 1144 | 404 | 360 | 1169 | 161 | 163 | 542 | 165 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 33 | 323 | 37 | 57 | 286 | 101 | 90 | 292 | 40 | 41 | 136 | 41 |
| Total Analysis Volume [veh/h] | 130 | 1291 | 146 | 228 | 1144 | 404 | 360 | 1169 | 161 | 163 | 542 | 165 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.28 | 0.28 | 0.07 | 0.22 | 0.24 | 0.11 | 0.26 | 0.26 | 0.05 | 0.14 | 0.14 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.708 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.829 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 184 | 1 | 420 | 2 | 0 | 3 | 7 | 1332 | 206 | 232 | 671 | 3 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 184 | 1 | 420 | 2 | 0 | 3 | 7 | 1332 | 206 | 232 | 671 | 3 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 46 | 0 | 105 | 1 | 0 | 1 | 2 | 333 | 52 | 58 | 168 | 1 |
| Total Analysis Volume [veh/h] | 184 | 1 | 420 | 2 | 0 | 3 | 7 | 1332 | 206 | 232 | 671 | 3 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.25 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.39 | 0.12 | 0.14 | 0.20 | 0.20 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.829 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.651 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 347 | 79 | 779 | 986 | 853 | 459 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 347 | 79 | 779 | 986 | 853 | 459 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 87 | 20 | 195 | 247 | 213 | 115 |
| Total Analysis Volume [veh/h] | 347 | 79 | 779 | 986 | 853 | 459 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.05 | 0.23 | 0.19 | 0.25 | 0.27 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.651 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.499 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 101 | 234 | 992 | 341 | 202 | 1200 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 101 | 234 | 992 | 341 | 202 | 1200 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 59 | 248 | 85 | 51 | 300 |
| Total Analysis Volume [veh/h] | 101 | 234 | 992 | 341 | 202 | 1200 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.26 | 0.26 | 0.12 | 0.24 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.499 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.701 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 255 | 113 | 250 | 136 | 30 | 283 | 82 | 913 | 225 | 330 | 874 | 138 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 255 | 113 | 250 | 136 | 30 | 283 | 82 | 913 | 225 | 330 | 874 | 138 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 64 | 28 | 63 | 34 | 8 | 71 | 21 | 228 | 56 | 83 | 219 | 35 |
| Total Analysis Volume [veh/h] | 255 | 113 | 250 | 136 | 30 | 283 | 82 | 913 | 225 | 330 | 874 | 138 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.11 | 0.15 | 0.08 | 0.18 | 0.18 | 0.05 | 0.22 | 0.22 | 0.10 | 0.20 | 0.20 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.701 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.817 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 390 | 1297 | 124 | 565 | 1403 | 275 | 363 | 0 | 418 | 430 | 1 | 712 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 390 | 1297 | 124 | 565 | 1403 | 275 | 363 | 0 | 418 | 430 | 1 | 712 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 98 | 324 | 31 | 141 | 351 | 69 | 91 | 0 | 105 | 108 | 0 | 178 |
| Total Analysis Volume [veh/h] | 390 | 1297 | 124 | 565 | 1403 | 275 | 363 | 0 | 418 | 430 | 1 | 712 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.19 | 0.07 | 0.17 | 0.28 | 0.16 | 0.11 | 0.00 | 0.15 | 0.13 | 0.22 | 0.22 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.817 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.726 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 191 | 1227 | 174 | 169 | 1535 | 556 | 445 | 693 | 183 | 225 | 670 | 156 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 191 | 1227 | 174 | 169 | 1535 | 556 | 445 | 693 | 183 | 225 | 670 | 156 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 48 | 307 | 44 | 42 | 384 | 139 | 111 | 173 | 46 | 56 | 168 | 39 |
| Total Analysis Volume [veh/h] | 191 | 1227 | 174 | 169 | 1535 | 556 | 445 | 693 | 183 | 225 | 670 | 156 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.27 | 0.27 | 0.05 | 0.30 | 0.33 | 0.13 | 0.17 | 0.17 | 0.07 | 0.16 | 0.16 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.726 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.608 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 109 | 0 | 267 | 1 | 1 | 2 | 16 | 876 | 97 | 240 | 946 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 109 | 0 | 267 | 1 | 1 | 2 | 16 | 876 | 97 | 240 | 946 | 1 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 27 | 0 | 67 | 0 | 0 | 1 | 4 | 219 | 24 | 60 | 237 | 0 |
| Total Analysis Volume [veh/h] | 109 | 0 | 267 | 1 | 1 | 2 | 16 | 876 | 97 | 240 | 946 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.01 | 0.26 | 0.06 | 0.14 | 0.28 | 0.28 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.608 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.613 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 420 | 82 | 377 | 785 | 1116 | 384 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 420 | 82 | 377 | 785 | 1116 | 384 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 105 | 21 | 94 | 196 | 279 | 96 |
| Total Analysis Volume [veh/h] | 420 | 82 | 377 | 785 | 1116 | 384 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.12 | 0.05 | 0.11 | 0.15 | 0.33 | 0.23 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.613 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.440 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 119 | 222 | 932 | 255 | 156 | 1382 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 119 | 222 | 932 | 255 | 156 | 1382 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 56 | 233 | 64 | 39 | 346 |
| Total Analysis Volume [veh/h] | 119 | 222 | 932 | 255 | 156 | 1382 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.07 | 0.23 | 0.23 | 0.09 | 0.27 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.440 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.663 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 297 | 244 | 230 | 155 | 21 | 225 | 122 | 875 | 151 | 304 | 1008 | 205 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 297 | 244 | 230 | 155 | 21 | 225 | 122 | 875 | 151 | 304 | 1008 | 205 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 74 | 61 | 58 | 39 | 5 | 56 | 31 | 219 | 38 | 76 | 252 | 51 |
| Total Analysis Volume [veh/h] | 297 | 244 | 230 | 155 | 21 | 225 | 122 | 875 | 151 | 304 | 1008 | 205 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.09 | 0.16 | 0.14 | 0.09 | 0.14 | 0.14 | 0.07 | 0.20 | 0.20 | 0.09 | 0.24 | 0.24 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.663 | | | | | | | | | | | |

*APPENDIX C-VI*

# YEAR 2023 CUMULATIVE TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.735 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 482 | 1254 | 126 | 825 | 1246 | 245 | 193 | 32 | 326 | 284 | 2 | 481 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 482 | 1254 | 126 | 825 | 1246 | 245 | 193 | 32 | 326 | 284 | 2 | 481 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 121 | 314 | 32 | 206 | 312 | 61 | 48 | 8 | 82 | 71 | 1 | 120 |
| Total Analysis Volume [veh/h] | 482 | 1254 | 126 | 825 | 1246 | 245 | 193 | 32 | 326 | 284 | 2 | 481 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.14 | 0.18 | 0.07 | 0.24 | 0.24 | 0.14 | 0.06 | 0.11 | 0.11 | 0.08 | 0.15 | 0.15 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.735 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.729 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 135 | 1341 | 150 | 233 | 1188 | 420 | 374 | 1211 | 167 | 164 | 557 | 155 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 135 | 1341 | 150 | 233 | 1188 | 420 | 374 | 1211 | 167 | 164 | 557 | 155 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 34 | 335 | 38 | 58 | 297 | 105 | 94 | 303 | 42 | 41 | 139 | 39 |
| Total Analysis Volume [veh/h] | 135 | 1341 | 150 | 233 | 1188 | 420 | 374 | 1211 | 167 | 164 | 557 | 155 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.29 | 0.29 | 0.07 | 0.23 | 0.25 | 0.11 | 0.27 | 0.27 | 0.05 | 0.14 | 0.14 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.729 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.849 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 188 | 1 | 433 | 2 | 0 | 3 | 7 | 1364 | 210 | 237 | 692 | 3 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 188 | 1 | 433 | 2 | 0 | 3 | 7 | 1364 | 210 | 237 | 692 | 3 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 47 | 0 | 108 | 1 | 0 | 1 | 2 | 341 | 53 | 59 | 173 | 1 |
| Total Analysis Volume [veh/h] | 188 | 1 | 433 | 2 | 0 | 3 | 7 | 1364 | 210 | 237 | 692 | 3 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.26 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.12 | 0.14 | 0.20 | 0.20 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.849 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.670 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 360 | 80 | 795 | 1016 | 878 | 477 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 360 | 80 | 795 | 1016 | 878 | 477 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 90 | 20 | 199 | 254 | 220 | 119 |
| Total Analysis Volume [veh/h] | 360 | 80 | 795 | 1016 | 878 | 477 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.05 | 0.23 | 0.20 | 0.26 | 0.28 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.670 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.515 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 105 | 243 | 1023 | 353 | 210 | 1238 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 105 | 243 | 1023 | 353 | 210 | 1238 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 61 | 256 | 88 | 53 | 310 |
| Total Analysis Volume [veh/h] | 105 | 243 | 1023 | 353 | 210 | 1238 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.27 | 0.27 | 0.12 | 0.24 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.515 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.725 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 261 | 118 | 259 | 141 | 31 | 294 | 85 | 942 | 233 | 342 | 904 | 144 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 261 | 118 | 259 | 141 | 31 | 294 | 85 | 942 | 233 | 342 | 904 | 144 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 65 | 30 | 65 | 35 | 8 | 74 | 21 | 236 | 58 | 86 | 226 | 36 |
| Total Analysis Volume [veh/h] | 261 | 118 | 259 | 141 | 31 | 294 | 85 | 942 | 233 | 342 | 904 | 144 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.11 | 0.15 | 0.08 | 0.19 | 0.19 | 0.05 | 0.23 | 0.23 | 0.10 | 0.21 | 0.21 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.725 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.842 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 399 | 1345 | 129 | 587 | 1453 | 286 | 377 | 0 | 423 | 447 | 1 | 740 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 399 | 1345 | 129 | 587 | 1453 | 286 | 377 | 0 | 423 | 447 | 1 | 740 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 100 | 336 | 32 | 147 | 363 | 72 | 94 | 0 | 106 | 112 | 0 | 185 |
| Total Analysis Volume [veh/h] | 399 | 1345 | 129 | 587 | 1453 | 286 | 377 | 0 | 423 | 447 | 1 | 740 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.12 | 0.20 | 0.08 | 0.17 | 0.28 | 0.17 | 0.11 | 0.00 | 0.16 | 0.13 | 0.23 | 0.23 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.842 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.750 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 198 | 1275 | 176 | 160 | 1595 | 578 | 462 | 714 | 190 | 231 | 692 | 153 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 198 | 1275 | 176 | 160 | 1595 | 578 | 462 | 714 | 190 | 231 | 692 | 153 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 50 | 319 | 44 | 40 | 399 | 145 | 116 | 179 | 48 | 58 | 173 | 38 |
| Total Analysis Volume [veh/h] | 198 | 1275 | 176 | 160 | 1595 | 578 | 462 | 714 | 190 | 231 | 692 | 153 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.28 | 0.28 | 0.05 | 0.31 | 0.34 | 0.14 | 0.18 | 0.18 | 0.07 | 0.17 | 0.17 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.750 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.625 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 111 | 0 | 276 | 1 | 1 | 2 | 17 | 898 | 100 | 248 | 961 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 111 | 0 | 276 | 1 | 1 | 2 | 17 | 898 | 100 | 248 | 961 | 1 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 28 | 0 | 69 | 0 | 0 | 1 | 4 | 225 | 25 | 62 | 240 | 0 |
| Total Analysis Volume [veh/h] | 111 | 0 | 276 | 1 | 1 | 2 | 17 | 898 | 100 | 248 | 961 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.01 | 0.26 | 0.06 | 0.15 | 0.28 | 0.28 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.625 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.625 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 436 | 84 | 383 | 810 | 1137 | 399 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 436 | 84 | 383 | 810 | 1137 | 399 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 109 | 21 | 96 | 203 | 284 | 100 |
| Total Analysis Volume [veh/h] | 436 | 84 | 383 | 810 | 1137 | 399 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.05 | 0.11 | 0.16 | 0.33 | 0.23 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.625 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.454 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 123 | 231 | 964 | 264 | 162 | 1415 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 123 | 231 | 964 | 264 | 162 | 1415 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 31 | 58 | 241 | 66 | 41 | 354 |
| Total Analysis Volume [veh/h] | 123 | 231 | 964 | 264 | 162 | 1415 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.07 | 0.24 | 0.24 | 0.10 | 0.28 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.454 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.682 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 294 | 254 | 239 | 161 | 22 | 234 | 127 | 905 | 157 | 316 | 1041 | 213 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 294 | 254 | 239 | 161 | 22 | 234 | 127 | 905 | 157 | 316 | 1041 | 213 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 74 | 64 | 60 | 40 | 6 | 59 | 32 | 226 | 39 | 79 | 260 | 53 |
| Total Analysis Volume [veh/h] | 294 | 254 | 239 | 161 | 22 | 234 | 127 | 905 | 157 | 316 | 1041 | 213 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.09 | 0.16 | 0.14 | 0.09 | 0.15 | 0.15 | 0.07 | 0.21 | 0.21 | 0.09 | 0.25 | 0.25 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.682 | | | | | | | | | | | |

*APPENDIX C-VII*

# YEAR 2023 CUMULATIVE PLUS PROJECT (SCENARIO NO.1) TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.736 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 491 | 1258 | 126 | 825 | 1247 | 245 | 193 | 32 | 328 | 284 | 2 | 481 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 491 | 1258 | 126 | 825 | 1247 | 245 | 193 | 32 | 328 | 284 | 2 | 481 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 123 | 315 | 32 | 206 | 312 | 61 | 48 | 8 | 82 | 71 | 1 | 120 |
| Total Analysis Volume [veh/h] | 491 | 1258 | 126 | 825 | 1247 | 245 | 193 | 32 | 328 | 284 | 2 | 481 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.14 | 0.19 | 0.07 | 0.24 | 0.24 | 0.14 | 0.06 | 0.11 | 0.11 | 0.08 | 0.15 | 0.15 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.736 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.731 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 135 | 1341 | 151 | 235 | 1188 | 420 | 374 | 1212 | 167 | 168 | 561 | 168 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 135 | 1341 | 151 | 235 | 1188 | 420 | 374 | 1212 | 167 | 168 | 561 | 168 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 34 | 335 | 38 | 59 | 297 | 105 | 94 | 303 | 42 | 42 | 140 | 42 |
| Total Analysis Volume [veh/h] | 135 | 1341 | 151 | 235 | 1188 | 420 | 374 | 1212 | 167 | 168 | 561 | 168 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.29 | 0.29 | 0.07 | 0.23 | 0.25 | 0.11 | 0.27 | 0.27 | 0.05 | 0.14 | 0.14 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.731 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.853 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 188 | 1 | 433 | 2 | 0 | 3 | 7 | 1379 | 211 | 237 | 695 | 3 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 188 | 1 | 433 | 2 | 0 | 3 | 7 | 1379 | 211 | 237 | 695 | 3 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 47 | 0 | 108 | 1 | 0 | 1 | 2 | 345 | 53 | 59 | 174 | 1 |
| Total Analysis Volume [veh/h] | 188 | 1 | 433 | 2 | 0 | 3 | 7 | 1379 | 211 | 237 | 695 | 3 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.26 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.41 | 0.12 | 0.14 | 0.21 | 0.21 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.853 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.674 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 360 | 80 | 806 | 1021 | 881 | 477 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 360 | 80 | 806 | 1021 | 881 | 477 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 90 | 20 | 202 | 255 | 220 | 119 |
| Total Analysis Volume [veh/h] | 360 | 80 | 806 | 1021 | 881 | 477 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.05 | 0.24 | 0.20 | 0.26 | 0.28 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.674 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.516 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 105 | 243 | 1027 | 354 | 210 | 1241 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 105 | 243 | 1027 | 354 | 210 | 1241 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 61 | 257 | 89 | 53 | 310 |
| Total Analysis Volume [veh/h] | 105 | 243 | 1027 | 354 | 210 | 1241 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.27 | 0.27 | 0.12 | 0.24 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.516 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.725 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 263 | 118 | 259 | 141 | 31 | 294 | 85 | 946 | 233 | 342 | 905 | 144 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 263 | 118 | 259 | 141 | 31 | 294 | 85 | 946 | 233 | 342 | 905 | 144 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 66 | 30 | 65 | 35 | 8 | 74 | 21 | 237 | 58 | 86 | 226 | 36 |
| Total Analysis Volume [veh/h] | 263 | 118 | 259 | 141 | 31 | 294 | 85 | 946 | 233 | 342 | 905 | 144 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.11 | 0.15 | 0.08 | 0.19 | 0.19 | 0.05 | 0.23 | 0.23 | 0.10 | 0.21 | 0.21 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.725 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.846 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 404 | 1347 | 129 | 587 | 1457 | 286 | 377 | 0 | 432 | 447 | 1 | 740 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 404 | 1347 | 129 | 587 | 1457 | 286 | 377 | 0 | 432 | 447 | 1 | 740 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 101 | 337 | 32 | 147 | 364 | 72 | 94 | 0 | 108 | 112 | 0 | 185 |
| Total Analysis Volume [veh/h] | 404 | 1347 | 129 | 587 | 1457 | 286 | 377 | 0 | 432 | 447 | 1 | 740 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.12 | 0.20 | 0.08 | 0.17 | 0.29 | 0.17 | 0.11 | 0.00 | 0.16 | 0.13 | 0.23 | 0.23 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.846 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.751 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 198 | 1275 | 180 | 172 | 1595 | 578 | 462 | 718 | 190 | 233 | 694 | 159 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 198 | 1275 | 180 | 172 | 1595 | 578 | 462 | 718 | 190 | 233 | 694 | 159 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 50 | 319 | 45 | 43 | 399 | 145 | 116 | 180 | 48 | 58 | 174 | 40 |
| Total Analysis Volume [veh/h] | 198 | 1275 | 180 | 172 | 1595 | 578 | 462 | 718 | 190 | 233 | 694 | 159 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.29 | 0.29 | 0.05 | 0.31 | 0.34 | 0.14 | 0.18 | 0.18 | 0.07 | 0.17 | 0.17 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.751 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.627 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 112 | 0 | 276 | 1 | 1 | 2 | 17 | 906 | 100 | 248 | 976 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 112 | 0 | 276 | 1 | 1 | 2 | 17 | 906 | 100 | 248 | 976 | 1 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 28 | 0 | 69 | 0 | 0 | 1 | 4 | 227 | 25 | 62 | 244 | 0 |
| Total Analysis Volume [veh/h] | 112 | 0 | 276 | 1 | 1 | 2 | 17 | 906 | 100 | 248 | 976 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.01 | 0.27 | 0.06 | 0.15 | 0.29 | 0.29 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.627 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.631 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 436 | 84 | 388 | 812 | 1152 | 399 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 436 | 84 | 388 | 812 | 1152 | 399 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 109 | 21 | 97 | 203 | 288 | 100 |
| Total Analysis Volume [veh/h] | 436 | 84 | 388 | 812 | 1152 | 399 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.05 | 0.11 | 0.16 | 0.34 | 0.23 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.631 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.455 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 124 | 231 | 966 | 265 | 162 | 1429 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 124 | 231 | 966 | 265 | 162 | 1429 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 31 | 58 | 242 | 66 | 41 | 357 |
| Total Analysis Volume [veh/h] | 124 | 231 | 966 | 265 | 162 | 1429 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.07 | 0.24 | 0.24 | 0.10 | 0.28 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.455 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.686 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 305 | 254 | 239 | 161 | 22 | 234 | 127 | 907 | 157 | 316 | 1045 | 213 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 305 | 254 | 239 | 161 | 22 | 234 | 127 | 907 | 157 | 316 | 1045 | 213 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 76 | 64 | 60 | 40 | 6 | 59 | 32 | 227 | 39 | 79 | 261 | 53 |
| Total Analysis Volume [veh/h] | 305 | 254 | 239 | 161 | 22 | 234 | 127 | 907 | 157 | 316 | 1045 | 213 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.09 | 0.16 | 0.14 | 0.09 | 0.15 | 0.15 | 0.07 | 0.21 | 0.21 | 0.09 | 0.25 | 0.25 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.686 | | | | | | | | | | | |

*APPENDIX C-VIII*

# YEAR 2023 CUMULATIVE PLUS PROJECT (SCENARIO NO.2) TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.736 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 492 | 1258 | 126 | 825 | 1247 | 245 | 193 | 32 | 328 | 284 | 2 | 481 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 492 | 1258 | 126 | 825 | 1247 | 245 | 193 | 32 | 328 | 284 | 2 | 481 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 123 | 315 | 32 | 206 | 312 | 61 | 48 | 8 | 82 | 71 | 1 | 120 |
| Total Analysis Volume [veh/h] | 492 | 1258 | 126 | 825 | 1247 | 245 | 193 | 32 | 328 | 284 | 2 | 481 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.14 | 0.19 | 0.07 | 0.24 | 0.24 | 0.14 | 0.06 | 0.11 | 0.11 | 0.08 | 0.15 | 0.15 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.736 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.732 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 135 | 1341 | 151 | 236 | 1188 | 420 | 374 | 1212 | 167 | 168 | 561 | 169 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 135 | 1341 | 151 | 236 | 1188 | 420 | 374 | 1212 | 167 | 168 | 561 | 169 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 34 | 335 | 38 | 59 | 297 | 105 | 94 | 303 | 42 | 42 | 140 | 42 |
| Total Analysis Volume [veh/h] | 135 | 1341 | 151 | 236 | 1188 | 420 | 374 | 1212 | 167 | 168 | 561 | 169 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.29 | 0.29 | 0.07 | 0.23 | 0.25 | 0.11 | 0.27 | 0.27 | 0.05 | 0.14 | 0.14 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.732 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.854 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 188 | 1 | 433 | 2 | 0 | 3 | 7 | 1382 | 211 | 237 | 695 | 3 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 188 | 1 | 433 | 2 | 0 | 3 | 7 | 1382 | 211 | 237 | 695 | 3 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 47 | 0 | 108 | 1 | 0 | 1 | 2 | 346 | 53 | 59 | 174 | 1 |
| Total Analysis Volume [veh/h] | 188 | 1 | 433 | 2 | 0 | 3 | 7 | 1382 | 211 | 237 | 695 | 3 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.26 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.41 | 0.12 | 0.14 | 0.21 | 0.21 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.854 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.674 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 360 | 80 | 807 | 1021 | 881 | 477 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 360 | 80 | 807 | 1021 | 881 | 477 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 90 | 20 | 202 | 255 | 220 | 119 |
| Total Analysis Volume [veh/h] | 360 | 80 | 807 | 1021 | 881 | 477 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.05 | 0.24 | 0.20 | 0.26 | 0.28 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.674 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.516 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 105 | 243 | 1027 | 354 | 210 | 1241 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 105 | 243 | 1027 | 354 | 210 | 1241 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 61 | 257 | 89 | 53 | 310 |
| Total Analysis Volume [veh/h] | 105 | 243 | 1027 | 354 | 210 | 1241 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.27 | 0.27 | 0.12 | 0.24 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.516 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.725 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 263 | 118 | 259 | 141 | 31 | 294 | 85 | 946 | 233 | 342 | 905 | 144 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 263 | 118 | 259 | 141 | 31 | 294 | 85 | 946 | 233 | 342 | 905 | 144 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 66 | 30 | 65 | 35 | 8 | 74 | 21 | 237 | 58 | 86 | 226 | 36 |
| Total Analysis Volume [veh/h] | 263 | 118 | 259 | 141 | 31 | 294 | 85 | 946 | 233 | 342 | 905 | 144 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.11 | 0.15 | 0.08 | 0.19 | 0.19 | 0.05 | 0.23 | 0.23 | 0.10 | 0.21 | 0.21 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.725 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.846 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 404 | 1347 | 129 | 587 | 1457 | 286 | 377 | 0 | 433 | 447 | 1 | 740 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 404 | 1347 | 129 | 587 | 1457 | 286 | 377 | 0 | 433 | 447 | 1 | 740 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 101 | 337 | 32 | 147 | 364 | 72 | 94 | 0 | 108 | 112 | 0 | 185 |
| Total Analysis Volume [veh/h] | 404 | 1347 | 129 | 587 | 1457 | 286 | 377 | 0 | 433 | 447 | 1 | 740 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.12 | 0.20 | 0.08 | 0.17 | 0.29 | 0.17 | 0.11 | 0.00 | 0.16 | 0.13 | 0.23 | 0.23 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.846 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.752 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 198 | 1275 | 180 | 174 | 1595 | 578 | 462 | 718 | 190 | 233 | 694 | 160 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 198 | 1275 | 180 | 174 | 1595 | 578 | 462 | 718 | 190 | 233 | 694 | 160 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 50 | 319 | 45 | 44 | 399 | 145 | 116 | 180 | 48 | 58 | 174 | 40 |
| Total Analysis Volume [veh/h] | 198 | 1275 | 180 | 174 | 1595 | 578 | 462 | 718 | 190 | 233 | 694 | 160 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.29 | 0.29 | 0.05 | 0.31 | 0.34 | 0.14 | 0.18 | 0.18 | 0.07 | 0.17 | 0.17 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.752 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.627 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 112 | 0 | 276 | 1 | 1 | 2 | 17 | 907 | 100 | 248 | 978 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 112 | 0 | 276 | 1 | 1 | 2 | 17 | 907 | 100 | 248 | 978 | 1 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 28 | 0 | 69 | 0 | 0 | 1 | 4 | 227 | 25 | 62 | 245 | 0 |
| Total Analysis Volume [veh/h] | 112 | 0 | 276 | 1 | 1 | 2 | 17 | 907 | 100 | 248 | 978 | 1 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | 0.01 | 0.27 | 0.06 | 0.15 | 0.29 | 0.29 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.627 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.632 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 436 | 84 | 389 | 813 | 1154 | 399 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 436 | 84 | 389 | 813 | 1154 | 399 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 109 | 21 | 97 | 203 | 289 | 100 |
| Total Analysis Volume [veh/h] | 436 | 84 | 389 | 813 | 1154 | 399 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.05 | 0.11 | 0.16 | 0.34 | 0.23 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.632 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.455 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 124 | 231 | 966 | 265 | 162 | 1431 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 124 | 231 | 966 | 265 | 162 | 1431 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 31 | 58 | 242 | 66 | 41 | 358 |
| Total Analysis Volume [veh/h] | 124 | 231 | 966 | 265 | 162 | 1431 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.07 | 0.24 | 0.24 | 0.10 | 0.28 |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.455 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.687 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 306 | 254 | 239 | 161 | 22 | 234 | 127 | 907 | 157 | 316 | 1045 | 213 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 306 | 254 | 239 | 161 | 22 | 234 | 127 | 907 | 157 | 316 | 1045 | 213 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 77 | 64 | 60 | 40 | 6 | 59 | 32 | 227 | 39 | 79 | 261 | 53 |
| Total Analysis Volume [veh/h] | 306 | 254 | 239 | 161 | 22 | 234 | 127 | 907 | 157 | 316 | 1045 | 213 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.09 | 0.16 | 0.14 | 0.09 | 0.15 | 0.15 | 0.07 | 0.21 | 0.21 | 0.09 | 0.25 | 0.25 |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.687 | | | | | | | | | | | |

*APPENDIX C-IX*

# GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.894 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 716 | 1182 | 227 | 782 | 1565 | 273 | 135 | 0 | 318 | 250 | 0 | 791 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 716 | 1182 | 227 | 782 | 1565 | 273 | 135 | 0 | 318 | 250 | 0 | 791 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 179 | 296 | 57 | 196 | 391 | 68 | 34 | 0 | 80 | 63 | 0 | 198 |
| Total Analysis Volume [veh/h] | 716 | 1182 | 227 | 782 | 1565 | 273 | 135 | 0 | 318 | 250 | 0 | 791 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.21 | 0.17 | 0.13 | 0.23 | 0.31 | 0.16 | 0.04 | 0.00 | 0.09 | 0.07 | 0.00 | 0.20 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.894 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.913 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 117 | 1323 | 344 | 362 | 1469 | 398 | 408 | 1780 | 228 | 274 | 649 | 123 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 117 | 1323 | 344 | 362 | 1469 | 398 | 408 | 1780 | 228 | 274 | 649 | 123 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 29 | 331 | 86 | 91 | 367 | 100 | 102 | 445 | 57 | 69 | 162 | 31 |
| Total Analysis Volume [veh/h] | 117 | 1323 | 344 | 362 | 1469 | 398 | 408 | 1780 | 228 | 274 | 649 | 123 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.33 | 0.33 | 0.11 | 0.29 | 0.23 | 0.12 | 0.35 | 0.13 | 0.08 | 0.13 | 0.07 |
| Intersection LOS | E | | | | | | | | | | | |
| Intersection V/C | 0.913 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.914 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 169 | 2 | 460 | 4 | 1 | 6 | 13 | 2128 | 242 | 205 | 820 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 169 | 2 | 460 | 4 | 1 | 6 | 13 | 2128 | 242 | 205 | 820 | 5 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 42 | 1 | 115 | 1 | 0 | 2 | 3 | 532 | 61 | 51 | 205 | 1 |
| Total Analysis Volume [veh/h] | 169 | 2 | 460 | 4 | 1 | 6 | 13 | 2128 | 242 | 205 | 820 | 5 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.27 | 0.27 | 0.00 | 0.01 | 0.01 | 0.01 | 0.46 | 0.46 | 0.12 | 0.16 | 0.16 |
| Intersection LOS | E | | | | | | | | | | | |
| Intersection V/C | 0.914 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.721 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 458 | 96 | 840 | 1577 | 1054 | 421 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 458 | 96 | 840 | 1577 | 1054 | 421 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 115 | 24 | 210 | 394 | 264 | 105 |
| Total Analysis Volume [veh/h] | 458 | 96 | 840 | 1577 | 1054 | 421 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.06 | 0.25 | 0.31 | 0.29 | 0.29 |
| Intersection LOS | C | | | | | |
| Intersection V/C | 0.721 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.700 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 112 | 237 | 1198 | 782 | 204 | 1357 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 112 | 237 | 1198 | 782 | 204 | 1357 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 28 | 59 | 300 | 196 | 51 | 339 |
| Total Analysis Volume [veh/h] | 112 | 237 | 1198 | 782 | 204 | 1357 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.39 | 0.39 | 0.12 | 0.27 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.700 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.746 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 281 | 183 | 226 | 196 | 21 | 300 | 111 | 1369 | 182 | 228 | 901 | 190 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 281 | 183 | 226 | 196 | 21 | 300 | 111 | 1369 | 182 | 228 | 901 | 190 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 70 | 46 | 57 | 49 | 5 | 75 | 28 | 342 | 46 | 57 | 225 | 48 |
| Total Analysis Volume [veh/h] | 281 | 183 | 226 | 196 | 21 | 300 | 111 | 1369 | 182 | 228 | 901 | 190 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.14 | 0.13 | 0.06 | 0.19 | 0.19 | 0.07 | 0.30 | 0.30 | 0.07 | 0.21 | 0.21 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.746 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.888 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 381 | 1412 | 228 | 413 | 1589 | 200 | 365 | 0 | 373 | 411 | 2 | 916 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 381 | 1412 | 228 | 413 | 1589 | 200 | 365 | 0 | 373 | 411 | 2 | 916 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 95 | 353 | 57 | 103 | 397 | 50 | 91 | 0 | 93 | 103 | 1 | 229 |
| Total Analysis Volume [veh/h] | 381 | 1412 | 228 | 413 | 1589 | 200 | 365 | 0 | 373 | 411 | 2 | 916 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.21 | 0.13 | 0.12 | 0.31 | 0.12 | 0.11 | 0.00 | 0.14 | 0.12 | 0.26 | 0.26 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.888 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.895 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 210 | 1296 | 339 | 351 | 1530 | 602 | 326 | 880 | 171 | 372 | 1660 | 224 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 210 | 1296 | 339 | 351 | 1530 | 602 | 326 | 880 | 171 | 372 | 1660 | 224 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 53 | 324 | 85 | 88 | 383 | 151 | 82 | 220 | 43 | 93 | 415 | 56 |
| Total Analysis Volume [veh/h] | 210 | 1296 | 339 | 351 | 1530 | 602 | 326 | 880 | 171 | 372 | 1660 | 224 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.32 | 0.32 | 0.10 | 0.30 | 0.35 | 0.10 | 0.17 | 0.10 | 0.11 | 0.33 | 0.13 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.895 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.715 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 118 | 0 | 299 | 2 | 2 | 4 | 16 | 1341 | 79 | 350 | 2093 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 118 | 0 | 299 | 2 | 2 | 4 | 16 | 1341 | 79 | 350 | 2093 | 2 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 0 | 75 | 1 | 1 | 1 | 4 | 335 | 20 | 88 | 523 | 1 |
| Total Analysis Volume [veh/h] | 118 | 0 | 299 | 2 | 2 | 4 | 16 | 1341 | 79 | 350 | 2093 | 2 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.28 | 0.28 | 0.21 | 0.41 | 0.41 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.715 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.849 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 473 | 48 | 350 | 1359 | 2466 | 372 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 473 | 48 | 350 | 1359 | 2466 | 372 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 118 | 12 | 88 | 340 | 617 | 93 |
| Total Analysis Volume [veh/h] | 473 | 48 | 350 | 1359 | 2466 | 372 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.14 | 0.03 | 0.10 | 0.27 | 0.56 | 0.56 |
| Intersection LOS | D | | | | | |
| Intersection V/C | 0.849 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.667 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 619 | 224 | 1110 | 509 | 167 | 2220 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 619 | 224 | 1110 | 509 | 167 | 2220 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 155 | 56 | 278 | 127 | 42 | 555 |
| Total Analysis Volume [veh/h] | 619 | 224 | 1110 | 509 | 167 | 2220 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.18 | 0.07 | 0.32 | 0.32 | 0.10 | 0.44 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.667 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.764 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 440 | 202 | 221 | 244 | 15 | 215 | 122 | 1289 | 158 | 360 | 1363 | 260 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 440 | 202 | 221 | 244 | 15 | 215 | 122 | 1289 | 158 | 360 | 1363 | 260 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 110 | 51 | 55 | 61 | 4 | 54 | 31 | 322 | 40 | 90 | 341 | 65 |
| Total Analysis Volume [veh/h] | 440 | 202 | 221 | 244 | 15 | 215 | 122 | 1289 | 158 | 360 | 1363 | 260 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.19 | 0.13 | 0.07 | 0.14 | 0.14 | 0.07 | 0.28 | 0.28 | 0.11 | 0.32 | 0.32 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.764 | | | | | | | | | | | |

*APPENDIX C-X*

# GENERAL PLAN BUILDOUT (WITH 1600 W. LINCOLN AVENUE PROJECT) TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.894 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 716 | 1182 | 227 | 782 | 1565 | 273 | 135 | 0 | 318 | 250 | 0 | 791 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 716 | 1182 | 227 | 782 | 1565 | 273 | 135 | 0 | 318 | 250 | 0 | 791 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 179 | 296 | 57 | 196 | 391 | 68 | 34 | 0 | 80 | 63 | 0 | 198 |
| Total Analysis Volume [veh/h] | 716 | 1182 | 227 | 782 | 1565 | 273 | 135 | 0 | 318 | 250 | 0 | 791 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.21 | 0.17 | 0.13 | 0.23 | 0.31 | 0.16 | 0.04 | 0.00 | 0.09 | 0.07 | 0.00 | 0.20 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.894 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.907 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 119 | 1324 | 336 | 345 | 1470 | 404 | 404 | 1775 | 235 | 280 | 651 | 130 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 119 | 1324 | 336 | 345 | 1470 | 404 | 404 | 1775 | 235 | 280 | 651 | 130 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 331 | 84 | 86 | 368 | 101 | 101 | 444 | 59 | 70 | 163 | 33 |
| Total Analysis Volume [veh/h] | 119 | 1324 | 336 | 345 | 1470 | 404 | 404 | 1775 | 235 | 280 | 651 | 130 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.04 | 0.33 | 0.33 | 0.10 | 0.29 | 0.24 | 0.12 | 0.35 | 0.14 | 0.08 | 0.13 | 0.08 |
| Intersection LOS | E | | | | | | | | | | | |
| Intersection V/C | 0.907 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.914 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 169 | 2 | 460 | 4 | 1 | 6 | 13 | 2128 | 242 | 205 | 820 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 169 | 2 | 460 | 4 | 1 | 6 | 13 | 2128 | 242 | 205 | 820 | 5 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 42 | 1 | 115 | 1 | 0 | 2 | 3 | 532 | 61 | 51 | 205 | 1 |
| Total Analysis Volume [veh/h] | 169 | 2 | 460 | 4 | 1 | 6 | 13 | 2128 | 242 | 205 | 820 | 5 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.27 | 0.27 | 0.00 | 0.01 | 0.01 | 0.01 | 0.46 | 0.46 | 0.12 | 0.16 | 0.16 |
| Intersection LOS | E | | | | | | | | | | | |
| Intersection V/C | 0.914 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.715 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 447 | 96 | 837 | 1605 | 1043 | 422 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 447 | 96 | 837 | 1605 | 1043 | 422 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 112 | 24 | 209 | 401 | 261 | 106 |
| Total Analysis Volume [veh/h] | 447 | 96 | 837 | 1605 | 1043 | 422 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.06 | 0.25 | 0.31 | 0.29 | 0.29 |
| Intersection LOS | C | | | | | |
| Intersection V/C | 0.715 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.698 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 105 | 235 | 1211 | 785 | 199 | 1354 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 105 | 235 | 1211 | 785 | 199 | 1354 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 59 | 303 | 196 | 50 | 339 |
| Total Analysis Volume [veh/h] | 105 | 235 | 1211 | 785 | 199 | 1354 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.39 | 0.39 | 0.12 | 0.27 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.698 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.746 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 281 | 183 | 226 | 196 | 21 | 300 | 111 | 1369 | 182 | 228 | 901 | 190 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 281 | 183 | 226 | 196 | 21 | 300 | 111 | 1369 | 182 | 228 | 901 | 190 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 70 | 46 | 57 | 49 | 5 | 75 | 28 | 342 | 46 | 57 | 225 | 48 |
| Total Analysis Volume [veh/h] | 281 | 183 | 226 | 196 | 21 | 300 | 111 | 1369 | 182 | 228 | 901 | 190 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.14 | 0.13 | 0.06 | 0.19 | 0.19 | 0.07 | 0.30 | 0.30 | 0.07 | 0.21 | 0.21 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.746 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.888 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 381 | 1412 | 228 | 413 | 1589 | 200 | 365 | 0 | 373 | 411 | 2 | 916 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 381 | 1412 | 228 | 413 | 1589 | 200 | 365 | 0 | 373 | 411 | 2 | 916 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 95 | 353 | 57 | 103 | 397 | 50 | 91 | 0 | 93 | 103 | 1 | 229 |
| Total Analysis Volume [veh/h] | 381 | 1412 | 228 | 413 | 1589 | 200 | 365 | 0 | 373 | 411 | 2 | 916 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.21 | 0.13 | 0.12 | 0.31 | 0.12 | 0.11 | 0.00 | 0.14 | 0.12 | 0.26 | 0.26 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.888 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.897 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 219 | 1299 | 349 | 359 | 1521 | 602 | 332 | 880 | 170 | 403 | 1637 | 215 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 219 | 1299 | 349 | 359 | 1521 | 602 | 332 | 880 | 170 | 403 | 1637 | 215 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 55 | 325 | 87 | 90 | 380 | 151 | 83 | 220 | 43 | 101 | 409 | 54 |
| Total Analysis Volume [veh/h] | 219 | 1299 | 349 | 359 | 1521 | 602 | 332 | 880 | 170 | 403 | 1637 | 215 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.32 | 0.32 | 0.11 | 0.30 | 0.35 | 0.10 | 0.17 | 0.10 | 0.12 | 0.32 | 0.13 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.897 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.715 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 118 | 0 | 299 | 2 | 2 | 4 | 16 | 1341 | 79 | 350 | 2093 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 118 | 0 | 299 | 2 | 2 | 4 | 16 | 1341 | 79 | 350 | 2093 | 2 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 0 | 75 | 1 | 1 | 1 | 4 | 335 | 20 | 88 | 523 | 1 |
| Total Analysis Volume [veh/h] | 118 | 0 | 299 | 2 | 2 | 4 | 16 | 1341 | 79 | 350 | 2093 | 2 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.28 | 0.28 | 0.21 | 0.41 | 0.41 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.715 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.852 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 478 | 46 | 354 | 1358 | 2472 | 369 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 478 | 46 | 354 | 1358 | 2472 | 369 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 120 | 12 | 89 | 340 | 618 | 92 |
| Total Analysis Volume [veh/h] | 478 | 46 | 354 | 1358 | 2472 | 369 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.14 | 0.03 | 0.10 | 0.27 | 0.56 | 0.56 |
| Intersection LOS | D | | | | | |
| Intersection V/C | 0.852 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.668 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 617 | 226 | 1125 | 498 | 167 | 2226 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 617 | 226 | 1125 | 498 | 167 | 2226 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 154 | 57 | 281 | 125 | 42 | 557 |
| Total Analysis Volume [veh/h] | 617 | 226 | 1125 | 498 | 167 | 2226 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.18 | 0.07 | 0.32 | 0.32 | 0.10 | 0.44 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.668 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.764 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 440 | 202 | 221 | 244 | 15 | 215 | 122 | 1289 | 158 | 360 | 1363 | 260 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 440 | 202 | 221 | 244 | 15 | 215 | 122 | 1289 | 158 | 360 | 1363 | 260 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 110 | 51 | 55 | 61 | 4 | 54 | 31 | 322 | 40 | 90 | 341 | 65 |
| Total Analysis Volume [veh/h] | 440 | 202 | 221 | 244 | 15 | 215 | 122 | 1289 | 158 | 360 | 1363 | 260 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.19 | 0.13 | 0.07 | 0.14 | 0.14 | 0.07 | 0.28 | 0.28 | 0.11 | 0.32 | 0.32 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.764 | | | | | | | | | | | |

*APPENDIX C-XI*

# GENERAL PLAN BUILDOUT PLUS PROJECT (SCENARIO NO.2) TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.895 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 716 | 1182 | 230 | 782 | 1565 | 273 | 135 | 3 | 318 | 252 | 0 | 791 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 716 | 1182 | 230 | 782 | 1565 | 273 | 135 | 3 | 318 | 252 | 0 | 791 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 179 | 296 | 58 | 196 | 391 | 68 | 34 | 1 | 80 | 63 | 0 | 198 |
| Total Analysis Volume [veh/h] | 716 | 1182 | 230 | 782 | 1565 | 273 | 135 | 3 | 318 | 252 | 0 | 791 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.21 | 0.17 | 0.14 | 0.23 | 0.31 | 0.16 | 0.04 | 0.09 | 0.09 | 0.07 | 0.00 | 0.20 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.895 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.856 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 105 | 1299 | 323 | 302 | 1426 | 419 | 410 | 1663 | 241 | 250 | 637 | 127 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 105 | 1299 | 323 | 302 | 1426 | 419 | 410 | 1663 | 241 | 250 | 637 | 127 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 26 | 325 | 81 | 76 | 357 | 105 | 103 | 416 | 60 | 63 | 159 | 32 |
| Total Analysis Volume [veh/h] | 105 | 1299 | 323 | 302 | 1426 | 419 | 410 | 1663 | 241 | 250 | 637 | 127 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.32 | 0.32 | 0.09 | 0.28 | 0.25 | 0.12 | 0.33 | 0.14 | 0.07 | 0.12 | 0.07 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.856 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | E |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.914 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 172 | 2 | 460 | 4 | 1 | 6 | 13 | 2128 | 245 | 205 | 820 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 172 | 2 | 460 | 4 | 1 | 6 | 13 | 2128 | 245 | 205 | 820 | 5 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 43 | 1 | 115 | 1 | 0 | 2 | 3 | 532 | 61 | 51 | 205 | 1 |
| Total Analysis Volume [veh/h] | 172 | 2 | 460 | 4 | 1 | 6 | 13 | 2128 | 245 | 205 | 820 | 5 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.10 | 0.27 | 0.27 | 0.00 | 0.01 | 0.01 | 0.01 | 0.47 | 0.47 | 0.12 | 0.16 | 0.16 |
| Intersection LOS | E | | | | | | | | | | | |
| Intersection V/C | 0.914 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.695 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 443 | 96 | 828 | 1534 | 966 | 419 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 443 | 96 | 828 | 1534 | 966 | 419 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 111 | 24 | 207 | 384 | 242 | 105 |
| Total Analysis Volume [veh/h] | 443 | 96 | 828 | 1534 | 966 | 419 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.06 | 0.24 | 0.30 | 0.27 | 0.27 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.695 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.613 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 100 | 233 | 1194 | 725 | 201 | 1278 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 100 | 233 | 1194 | 725 | 201 | 1278 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 58 | 299 | 181 | 50 | 320 |
| Total Analysis Volume [veh/h] | 100 | 233 | 1194 | 725 | 201 | 1278 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.03 | 0.07 | 0.38 | 0.38 | 0.12 | 0.25 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.613 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.751 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 281 | 183 | 226 | 196 | 21 | 300 | 121 | 1369 | 205 | 228 | 901 | 190 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 281 | 183 | 226 | 196 | 21 | 300 | 121 | 1369 | 205 | 228 | 901 | 190 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 70 | 46 | 57 | 49 | 5 | 75 | 30 | 342 | 51 | 57 | 225 | 48 |
| Total Analysis Volume [veh/h] | 281 | 183 | 226 | 196 | 21 | 300 | 121 | 1369 | 205 | 228 | 901 | 190 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.08 | 0.14 | 0.13 | 0.06 | 0.19 | 0.19 | 0.07 | 0.31 | 0.31 | 0.07 | 0.21 | 0.21 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.751 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: Euclid Street at I-5 Ramps**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.888 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | I-5 Ramps | | | I-5 Ramps | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 381 | 1412 | 228 | 413 | 1589 | 200 | 365 | 0 | 373 | 411 | 2 | 916 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 381 | 1412 | 228 | 413 | 1589 | 200 | 365 | 0 | 373 | 411 | 2 | 916 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 95 | 353 | 57 | 103 | 397 | 50 | 91 | 0 | 93 | 103 | 1 | 229 |
| Total Analysis Volume [veh/h] | 381 | 1412 | 228 | 413 | 1589 | 200 | 365 | 0 | 373 | 411 | 2 | 916 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Split | Split | Split | Split | Split | Split |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 0 | 8 | 0 | 0 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | - | - | - | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.11 | 0.21 | 0.13 | 0.12 | 0.31 | 0.12 | 0.11 | 0.00 | 0.14 | 0.12 | 0.26 | 0.26 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.888 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: Euclid Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.886 |

**Intersection Setup**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | Yes | | |

**Volumes**

| Name | Euclid Street | | | Euclid Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 221 | 1310 | 337 | 339 | 1519 | 605 | 336 | 879 | 170 | 397 | 1606 | 182 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 221 | 1310 | 337 | 339 | 1519 | 605 | 336 | 879 | 170 | 397 | 1606 | 182 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 55 | 328 | 84 | 85 | 380 | 151 | 84 | 220 | 43 | 99 | 402 | 46 |
| Total Analysis Volume [veh/h] | 221 | 1310 | 337 | 339 | 1519 | 605 | 336 | 879 | 170 | 397 | 1606 | 182 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 1 | 6 | 0 | 5 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | Lead | - | - | Lead | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.32 | 0.32 | 0.10 | 0.30 | 0.36 | 0.10 | 0.17 | 0.10 | 0.12 | 0.31 | 0.11 |
| Intersection LOS | D | | | | | | | | | | | |
| Intersection V/C | 0.886 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: Loara Street at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.715 |

**Intersection Setup**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | Yes | | | No | | |

**Volumes**

| Name | Loara Street | | | Loara Street | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 118 | 0 | 299 | 2 | 2 | 4 | 16 | 1341 | 79 | 350 | 2093 | 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 118 | 0 | 299 | 2 | 2 | 4 | 16 | 1341 | 79 | 350 | 2093 | 2 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 30 | 0 | 75 | 1 | 1 | 1 | 4 | 335 | 20 | 88 | 523 | 1 |
| Total Analysis Volume [veh/h] | 118 | 0 | 299 | 2 | 2 | 4 | 16 | 1341 | 79 | 350 | 2093 | 2 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | ProtPer | Permiss | Permiss | ProtPer | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.28 | 0.28 | 0.21 | 0.41 | 0.41 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.715 | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 4: I-5 SB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.848 |

**Intersection Setup**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | 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 | Yes | | No | | No | |

**Volumes**

| Name | I-5 SB Ramps | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 478 | 48 | 342 | 1341 | 2468 | 371 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 478 | 48 | 342 | 1341 | 2468 | 371 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 120 | 12 | 86 | 335 | 617 | 93 |
| Total Analysis Volume [veh/h] | 478 | 48 | 342 | 1341 | 2468 | 371 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| | | | | | | |
|---|---|---|---|---|---|---|
| Control Type | Split | Split | Protected | Permissive | Permissive | Permissive |
| Signal Group | 7 | 4 | 5 | 2 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | Lead | - | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.14 | 0.03 | 0.10 | 0.26 | 0.56 | 0.56 |
| Intersection LOS | D | | | | | |
| Intersection V/C | 0.848 | | | | | |

**Intersection Level Of Service Report**
**Intersection 5: Manchester Avenue at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.668 |

**Intersection Setup**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| 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 | Yes | | No | | Yes | |

**Volumes**

| Name | Manchester Avenue | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 619 | 224 | 1112 | 492 | 166 | 2221 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 619 | 224 | 1112 | 492 | 166 | 2221 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 155 | 56 | 278 | 123 | 42 | 555 |
| Total Analysis Volume [veh/h] | 619 | 224 | 1112 | 492 | 166 | 2221 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Protected | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 1 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | Lead | - |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.18 | 0.07 | 0.31 | 0.31 | 0.10 | 0.44 |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.668 | | | | | |

**Intersection Level Of Service Report**
**Intersection 6: Wilshire Avenue/I-5 NB Ramps at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | - |
| Analysis Method: | ICU 1 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.764 |

**Intersection Setup**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | Yes | | | Yes | | | No | | | No | | |

**Volumes**

| Name | I-5 NB Ramps | | | Wilshire Avenue | | | Lincoln Avenue | | | Lincoln Avenue | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 440 | 202 | 221 | 244 | 15 | 215 | 122 | 1289 | 158 | 360 | 1363 | 260 |
| 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 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 440 | 202 | 221 | 244 | 15 | 215 | 122 | 1289 | 158 | 360 | 1363 | 260 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| 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] | 110 | 51 | 55 | 61 | 4 | 54 | 31 | 322 | 40 | 90 | 341 | 65 |
| Total Analysis Volume [veh/h] | 440 | 202 | 221 | 244 | 15 | 215 | 122 | 1289 | 158 | 360 | 1363 | 260 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Cycle Length [s] | 100 |
| Lost time [s] | 5.00 |

**Phasing & Timing**

| Control Type | Split | Split | Split | Split | Split | Split | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 6 | 0 | 0 | 2 | 0 | 3 | 8 | 0 | 7 | 4 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.13 | 0.19 | 0.13 | 0.07 | 0.14 | 0.14 | 0.07 | 0.28 | 0.28 | 0.11 | 0.32 | 0.32 |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.764 | | | | | | | | | | | |