The Shops at Jurupa Valley
Traffic Impact Analysis
City of Jurupa Valley, California

Prepared for:
PANORAMA DEVELOPMENT, LLC.
2005 Winston Court
Upland, CA 91784

Prepared by:
TJW ENGINEERING, INC.
6 Venture, Suite 225
Irvine, CA 92618

January 15, 2021

TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

January 15, 2021

Mr. Wes Fifield
PANORAMA DEVELOPMENT, LLC
2005 Winston Court
Upland, CA 91784

Subject: The Shops at Jurupa Valley Traffic Impact Analysis, City of Jurupa Valley

Dear Mr. Fifield:

TJW ENGINEERING, INC. (TJW) is pleased to present you with this traffic impact analysis for the proposed Shops at Jurupa Valley shopping center located at the northeast corner of Pyrite Street and Mission Boulevard e in the City of Jurupa Valley.

This traffic study has been prepared to meet the traffic study requirements for the City of Jurupa Valley and assesses the forecast traffic operations associated with the proposed project and its impact on the local street network. This report is being submitted to you for review and forwarding to the City of Jurupa Valley.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President

Registered Civil Engineer *#69467*
Registered Traffic Engineer *#2565*

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David Chew, PTP
Transportation Planner

Jeffrey Chinchilla, PE
Project Engineer

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JN: PDI-19-001

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1.0 EXECUTIVE SUMMARY

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the proposed Shop at Jurupa Valley shopping center located at the northeast corner of Mission Boulevard and Pyrite in the City of Jurupa Valley. The purpose of this TIA is to evaluate potential circulation system deficiencies that may result from development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the City of Jurupa Valley via a scoping agreement (See ***Appendix A***) and is pursuant to applicable City of Jurupa Valley traffic impact analysis guidelines.

The proposed project will be constructed in a single phase and will consist of the following land uses:

- 12 pump gas station with 3,500 square feet convenience store
- 4,800 square foot single-tunnel car automated car wash
- 151,300 square feet general retail
- 18,400 square feet fast food with drive thru
- 46,000 square feet general office
- 26,000 square foot 60 room hotel

The site is currently zoned as General Commercial Transitional and classified as Commercial in the City of Jurupa Valley General Plan Land Use and Zoning Map. The project site is currently vacant. The proposed project land use is permitted in the zone and does not require a zone change or General Plan amendment.

Site access is planned via two driveways on Pyrite Street Avenue and three driveways on Mission Boulevard: one right-in/left-in/right-out driveway and one full access driveway on Pyrite Street, two right-in and right-out driveway and one full access driveway on Mission Boulevard.

The proposed project is projected to generate 745 net total AM peak hour trips, 996 net total PM peak hour trips and 13,228 net total daily trips after City of Jurupa Valley approved pass-by reductions.

The following fifteen (15) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis:

1. Pyrite Street / SR-60 WB Ramps
2. Pyrite Street / SR-60 EB Ramps
3. Pyrite Street / Mission Boulevard
4. Pyrite Street / Galena Street
5. Pyrite Street / Jurupa Road
6. Pedley Road / Mission Boulevard
7. Tyrolite Street / Mission Boulevard
8. Camino Real / Mission Boulevard
9. Valley View / Mission Boulevard
10. Camino Real / Jurupa Road
11. Pyrite Street / Project Driveway 1
12. Pyrite Street / Project Driveway 2

13. Driveway 3 / Mission Boulevard
14. Driveway 4 / Mission Boulevard
15. Driveway 5 / Mission Boulevard

Additionally, the following roadway segments have been analyzed:

1. Pyrite Street between SR-60 Ramps and Mission Boulevard
2. Pyrite Street between Mission Boulevard and Jurupa Road
3. Mission Boulevard between Pyrite Street and Camino Real

The study intersections and roadway segments are analyzed for the following study scenarios:

- Existing Conditions (Existing);
- Existing plus Project (EP);
- Existing Plus Ambient Plus Cumulative (EAC); and
- Existing Plus Ambient Plus Cumulative Plus Project (EACP).

The Vehicle Miles Traveled (VMT) analysis looked at the project's impact to the regional levels as required for CEQA Compliance. This analysis followed the City of Jurupa Valley's draft Traffic Impact Analysis Preparation Guidelines 2020.

1.1 SUMMARY OF ANALYSIS RESULTS

1.1.1 Level of Service Analysis

Table ES-1 summarizes the results of the intersection level of service analysis based on the City of Jurupa Valley thresholds of significance for analyzing transportation deficiencies.

Table ES-1: *Summary of deficiencies at Study Intersections*

Intersection	EP	OYWP (2021)
#1 – Pyrite St / SR-60 WB Ramps	**Cumulative**	**Cumulative**
#2 – Pyrite St / SR-60 EB Ramps	**Cumulative**	**Cumulative**
#3 – Pyrite St / Mission Blvd	No Deficiency	No Deficiency
#4 – Pyrite St / Galena St	No Deficiency	No Deficiency
#5 – Pyrite St / Jurupa Rd	No Deficiency	No Deficiency
#6 – Pedley Rd / Mission Blvd	No Deficiency	No Deficiency
#7 – Tyrolite St / Mission Blvd	No Deficiency	No Deficiency
#8 – Camino Real / Mission Blvd	No Deficiency	No Deficiency
#9 – Valley View / Mission Blvd	No Deficiency	No Deficiency
#10 – Camino Real / Jurupa Road	No Deficiency	No Deficiency
#11 – Pyrite St / Driveway 1	No Deficiency	No Deficiency
#12 – Pyrite St / Driveway 2	No Deficiency	No Deficiency
#13 – Driveway 3 / Mission Blvd	No Deficiency	No Deficiency
#14 – Driveway 4 / Mission Blvd	No Deficiency	No Deficiency
#15 – Driveway 5 / Mission Blvd	No Deficiency	No Deficiency

According to case law such as *Los Angeles Unified Sch. Dist. V City of Los Angeles* (1997) 58 Cal. App. 4th 1019 and *Communities for A Better Env't V California Resource Agency* (2002) 103 Cal. App. 4th 98, a project that results in an increase to an impact that already exceeds the established thresholds contributes to a cumulative impact as opposed to a direct impact. Therefore, as shown in ***Table ES-1*** some impacts at study intersections are projected to be cumulative impacts.

The proposed project will participate in the cost of off-site improvements through payments to the City and/or County adopted traffic impact fee program. The project's contribution to the aforementioned transportation improvement funding mechanisms or as a fair share contribution towards a cumulatively impacted facility should be considered sufficient to address the project's fair share towards mitigation measure(s) designed to alleviate cumulative project impacts.

Existing Conditions

The study intersections are currently not operating at an acceptable LOS during the AM and PM peak hours for *existing* conditions with the exception of the following intersections:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM Peak Hour)

Existing Plus Project (EP) Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *EP* conditions with the exception of the following intersections:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM and PM Peak Hours)
- #2 – Pyrite St/SR-60 EB Ramps (LOS F PM Peak Hour)

Opening Year (OYNP) Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *OYNP* conditions with the exception of the following intersections:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM Peak Hour)

Opening Year With Project (OYWP) Conditions

The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for *OYWP* conditions with the exception of the following intersections:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM and PM Peak Hours)
- #2 – Pyrite St/SR-60 EB Ramps (LOS F PM Peak Hour)

1.1.2 Vehicle Miles Traveled Analysis

Table ES-2 summarizes the results of the VMT analysis based on the City of Jurupa Valley draft Traffic Impact Analysis Preparation Guidelines 2020. Based on the City's threshold, the project will increase the City's VMT by less than 1 percent (0.37%) over baseline VMT and therefore results in an impact.

Table ES-2: *Citywide VMT*

2020 VMT Without Project	3,479,404
2020 VMT With Project	3,492,437

Sources: WRCOG RIVTAM

Multi-modal transportation options can assist in reducing the project's VMT and overall impact to the City's VMT. The proposed project will provide on-site features such as bicycle parking. Additionally, the adjacent area includes an existing Class II bicycle facility along Pyrite Street between Mission Boulevard and Galena Street; class II and class III bicycle facilities are also proposed along the frontage of the proposed project along Pyrite Street and Mission Boulevard. The on-site bicycle features will assist in providing bicycle connectivity and will complement the proposed bicycle facilities.

Taking into consideration the existing and proposed multi-modal bicycle features, both at the on-site project level and adjacent roadways, it is recommended a Statement of Overriding Considerations be submitted.

1.2 ON-SITE ROADWAY AND SITE ACCESS IMPROVEMENTS

Wherever necessary, roadways adjacent to the proposed project site and site access points will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of Jurupa Valley General Plan or as directed by the City Engineer.

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

Signing/striping should be implemented in conjunction with detailed construction plans for the project site.

1.3 SUMMARY OF DEFIENCIES AND RECOMMENDED IMPROVEMENTS

The following improvements are recommended at the deficient study intersections for corresponding conditions to reduce peak hour delay and improve intersection LOS:

EP Recommended Improvement (EP-1): Pyrite St/SR-60 WB Ramps - Signalize intersection. This improvement is consistent with the General Plan.

EP Recommended Improvement (EP-2): Pyrite St/SR-60 EB Ramps - Signalize intersection. This improvement is consistent with the General Plan.

EP Recommended Improvement (EP-3): Pyrite b/w Mission Blvd and Jurupa Rd – General plan identifies this roadway segment to be expanded to a 4-lane major roadway resulting in a higher LOS Capacity. With a 4-lane classification, under the EP scenario this roadway segment will operate at LOS C or better.

OYWP Recommended Improvement (OYWP-1): Pyrite St/SR-60 WB Ramps - Signalize intersection. This improvement is consistent with the General Plan.

OYWP Recommended Improvement (OYWP-2): Pyrite St/SR-60 EB Ramps - Signalize intersection. This improvement is consistent with the General Plan.

OYWP Recommended Improvement (OYWP-3): Pyrite St b/w SR-60 Ramps and Mission Blvd - General plan identifies this roadway segment to be expanded to a 4-lane major roadway resulting in a higher LOS Capacity. With a 4-lane classification, under the OYWP scenario this roadway segment will operate at LOS C or better.

1.4 SUMMARY OF LOCAL AND REGIONAL FUNDING MECHANISMS

The proposed project will participate in the cost of off-site improvements through payment of City DIF fees based on the current fees at the time of construction of the proposed project. The project's contribution to the aforementioned transportation impact fee programs or as a fair share contribution towards a cumulatively deficient facility not found to be covered by a pre-existing fee program should be considered sufficient to address the project's fair share towards mitigation measure(s) designed to alleviate cumulative project deficiencies. ***Table ES-3*** calculates the proposed project's fair share percentage at deficient intersections.

Table ES-3: *Fair Share Calculations*

Intersection	Existing AM&PM Peak Hour Volume (A)	OYWP AM&PM Peak Hour Volume (B)	Project AM&PM Peak Hour Volume (C)	Fair Share (C) / (B-A)
#1 – Pyrite St/SR-60 WB Ramps	1,905	2,551	610	94.43%
#2 – Pyrite St/SR-60 EB Ramps	2,047	3,307	1,220	96.83%

It should be note, the proposed project will generate approximately $1,776,000 in Transportation Uniform Mitigation Fee (TUMF) and $735,000 in Developer Impact Fees (DIF). As conditioned by the City, it will cost approximately $1,500,000 to enclose the regional storm drain. The development will provide sales tax funds to the City and jobs to the community; in addition, the proposed project will bring much needed health services to the area.

2.0 INTRODUCTION

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the proposed Shop at Jurupa Valley shopping center located at the northeast corner of Mission Boulevard and Pyrite in the City of Jurupa Valley. The purpose of this TIA is to evaluate potential circulation system deficiencies that may result from development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the City of Jurupa Valley via a scoping agreement (See ***Appendix A***) and is pursuant to applicable City of Jurupa Valley traffic impact analysis guidelines.

2.1 PROJECT DESCRIPTION

The proposed project will be constructed in a single phase and will consist of the following land uses:

- 12 pump gas station with 3,500 square feet convenience store
- 4,800 square foot single-tunnel car automated car wash
- 151,300 square feet general retail
- 18,400 square feet fast food with drive thru
- 46,000 square feet general office
- 26,000 square foot 60 room hotel

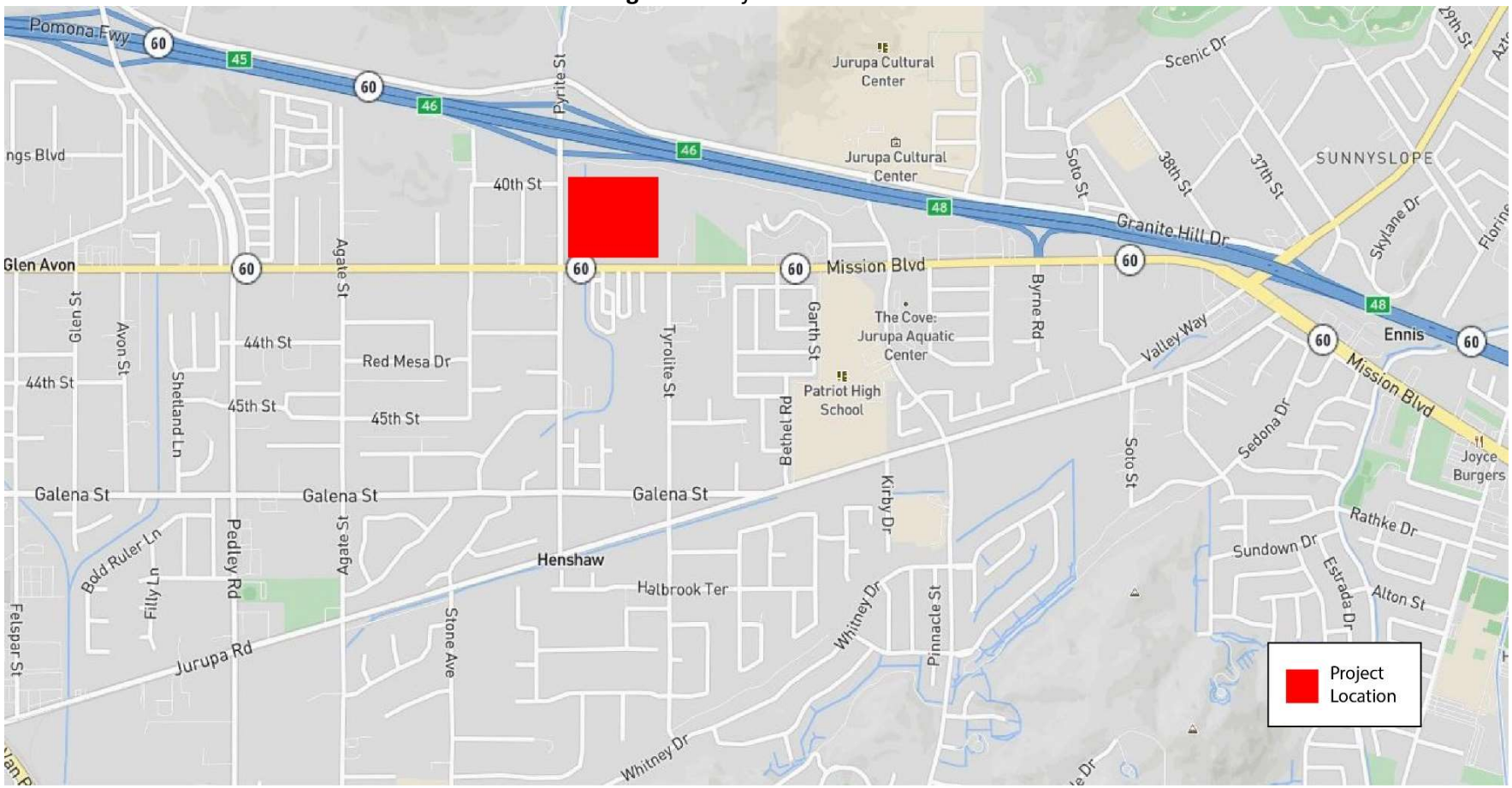
The site is currently zoned as General Commercial Transitional and classified as Commercial in the City of Jurupa Valley General Plan Land Use and Zoning Map. The project site is currently vacant. The proposed project land use is permitted in the zone and does not require a zone change or General Plan amendment.

Site access is planned via two driveways on Pyrite Street Avenue and three driveways on Mission Boulevard; one right-in/left-in/right-out driveway and one full access driveway on Pyrite Street, two right-in and right-out driveway and one full access driveway on Mission Boulevard.

The proposed project is anticipated to be built in a single-phase generating trips in 2021. A growth rate of 2% was used to account for 2021 volumes.

Figure 1 shows the project site location. ***Exhibit 1*** shows the proposed project site plan.

Figure 1: *Project Location*



SITE DATA

ZONING

APN	171-020-001, 171-020-025
PROPOSED USE	COMMERCIAL DEVELOPMENT
ZONING	GENERAL COMMERCIAL/SCENIC HIGHWAY COMMERCIAL

SITE AREA

GROSS SITE AREA	± 1,384,680 SF OR 32 AC

BUILDING SUMMARY

BUILDING 1 (FITNESS)	± 40,000 SF
BUILDING 2 (RETAIL)	± 12,000 SF
BUILDING 3 (RESTAURANT & RETAIL)	± 3,600 SF
BUILDING 4 (DRIVE-THRU)	± 3,500 SF
BUILDING 5 (REST./RETAIL/DRIVE-THRU)	± 4,000 SF
BUILDING 6 (C-STORE W/GAS STATION)	± 3,500 SF
BUILDING 7 (REST./RETAIL/DRIVE-THRU)	± 6,000 SF
BUILDING 8 (DRIVE-THRU)	± 3,500 SF
BUILDING 9 (REST./RETAIL/DRIVE-THRU)	± 6,500 SF
BUILDING 10 (REST./RETAIL/DRIVE-THRU)	± 9,800 SF
BUILDING 11 (RESTAURANT/RETAIL)	± 6,500 SF
BUILDING 12 (CAR WASH)	± 4,800 SF
BUILDING 13 (RETAIL)	± 6,000 SF
BUILDING 14 (ANCHOR RETAIL)	± 23,000 SF
BUILDING 15 (RETAIL)	± 5,400 SF
BUILDING 16 (RETAIL)	± 10,000 SF
BUILDING 17 (RESTAURANT & RETAIL)	± 6,000 SF
BUILDING 18 (RESTAURANT & RETAIL)	± 5,000 SF
BUILDING 19 (RESTAURANT & RETAIL)	± 5,000 SF
BUILDING 20 (OFFICE)	± 26,000 SF
BUILDING 21 (OFFICE)	± 20,000 SF
BUILDING 22 (60-ROOM HOTEL-GROUND)	± 26,000 SF
TOTAL FLOOR AREA:	± 236,100 SF
F.A.R 0.17	

PARKING SUMMARY

BUILDING 1 (5.5/1,000)	220.00 STALLS
BUILDING 2 (5.5/1,000)	66.00 STALLS
BUILDING 3 (5.5/1,000)	20.00 STALLS
BUILDING 4 (5.5/1,000)	19.00 STALLS
BUILDING 5 (5.5/1,000)	22.00 STALLS
BUILDING 6 (1/200)	17.50 STALLS
BUILDING 7 (5.5/1,000)	33.00 STALLS
BUILDING 8 (5.5/1,000)	19.25 STALLS
BUILDING 9 (5.5/1,000)	35.75 STALLS
BUILDING 10 (5.5/1,000)	53.90 STALLS
BUILDING 11 (5.5/1,000)	33.00 STALLS
BUILDING 12 (2 spaces/stall)	23.00 STALLS
BUILDING 13 (5.5/1,000)	33.00 STALLS
BUILDING 14 (5.5/1,000)	126.50 STALLS
BUILDING 15 (5.5/1,000)	29.70 STALLS
BUILDING 16 (5.5/1,000)	55.00 STALLS
BUILDING 17 (5.5/1,000)	33.00 STALLS
BUILDING 18 (5.5/1,000)	27.50 STALLS
BUILDING 19 (5.5/1,000)	27.50 STALLS
BUILDING 20 (5.5/1,000)	143.00 STALLS
BUILDING 21 (5.5/1,000)	110.00 STALLS
BUILDING 22 (60-ROOM HOTEL)	65.00 STALLS
TOTAL PARKING REQUIRED:	1,213 STALLS
PARKING PROVIDED:	
STANDARD STALL: (9'X18', 11'X18')	1,269 STALLS
ADA ACCESSIBLE: (9'X18')	71 STALLS
TOTALPARKING PROVIDED:	1,341 STALLS
TOTAL PARKING RATIO: (SHOPPING CENTER ONLY NOT INCLUDING HOTEL)	5.68 /1,000 SF

ELECTRICAL VEHICLE SPACES (EV):

FUTURE EV CHARGING STATIONS:	80 STALLS
VAN ACCESSIBLE, ADA & AMBULATORY: 7 STALLS	
STANDARD EV STALLS 73 STALLS	
ELECTRIC VEHICLES	27 STALLS
TOTAL ELECTRIC VEHICLES REQUIRED: (8% OF PARKING SPACES SHALL BE CLEAN AIR VEHICLES)	107 STALLS
TOTAL ELECTRIC VEHICLE SPACES PROVIDED:	110 STALLS

SHORT TERM BICYCLE PARKING:

REQUIRED: 1/25 STALLS (EMPLOYEES),
1/33 STALLS (PATRONS/VISITORS),

PROVIDED: 129 BICYCLES (43 RACKS x 3 BIKES EACH)

LONG TERM BICYCLE STORAGE:

PROVIDED: 18 BICYCLES (9 DOUBLE BIKE LOCKERS)

NOTE:
PRIOR TO ISSUANCE OF ANY BUILDING PERMIT, THE PROPERTY OWNER SHALL RECORD A RECIPROCAL NON-EXCLUSIVE EASEMENT FOR VEHICULAR AND OTHER RIGHTS OF INGRESS ANG EGRESS OVER THE PARKING AREAS AND DRIVEWAYS TO ALLOW ACCESS FROM PUBLIC STREETS BETWEEN PARCELS. (SEE PROPOSED TENTATIVE PARCEL MAPS)

PROPOSED SITE PLAN

SCALE: 1" = 50'-0"

GRAPHIC SCALE

50 0 25 50 100 150

1 inch = 50 feet

PRELIMINARY SITE PLAN SUBJECT TO CHANGE

PANORAMA DEVELOPMENT

2005 WINSTON COURT, UPLAND, CALIFORNIA 91784

THE SHOPS AT JURUPA VALLEY

NEC MISSION BOULEVARD & PYRITE STREET
JURUPA VALLEY, CALIFORNIA

McKently Malak ARCHITECTS
35 Hugus Alley, Suite 200
Pasadena, California 91103-3648
TEL 626.583.8348 FAX 626.583.8387

OVERALL SITE PLAN

05.08.2020 19235MMA

SP-08

2.2 STUDY AREA

The following fifteen (15) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis:

1. Pyrite Street / SR-60 WB Ramps
2. Pyrite Street / SR-60 EB Ramps
3. Pyrite Street / Mission Boulevard
4. Pyrite Street / Galena Street
5. Pyrite Street / Jurupa Road
6. Pedley Road / Mission Boulevard
7. Tyrolite Street / Mission Boulevard
8. Camino Real / Mission Boulevard
9. Valley View / Mission Boulevard
10. Camino Real / Jurupa Road
11. Pyrite Street / Project Driveway 1
12. Pyrite Street / Project Driveway 2
13. Driveway 3 / Mission Boulevard
14. Driveway 4 / Mission Boulevard
15. Driveway 5 / Mission Boulevard

Additionally, the following roadway segments have been analyzed:

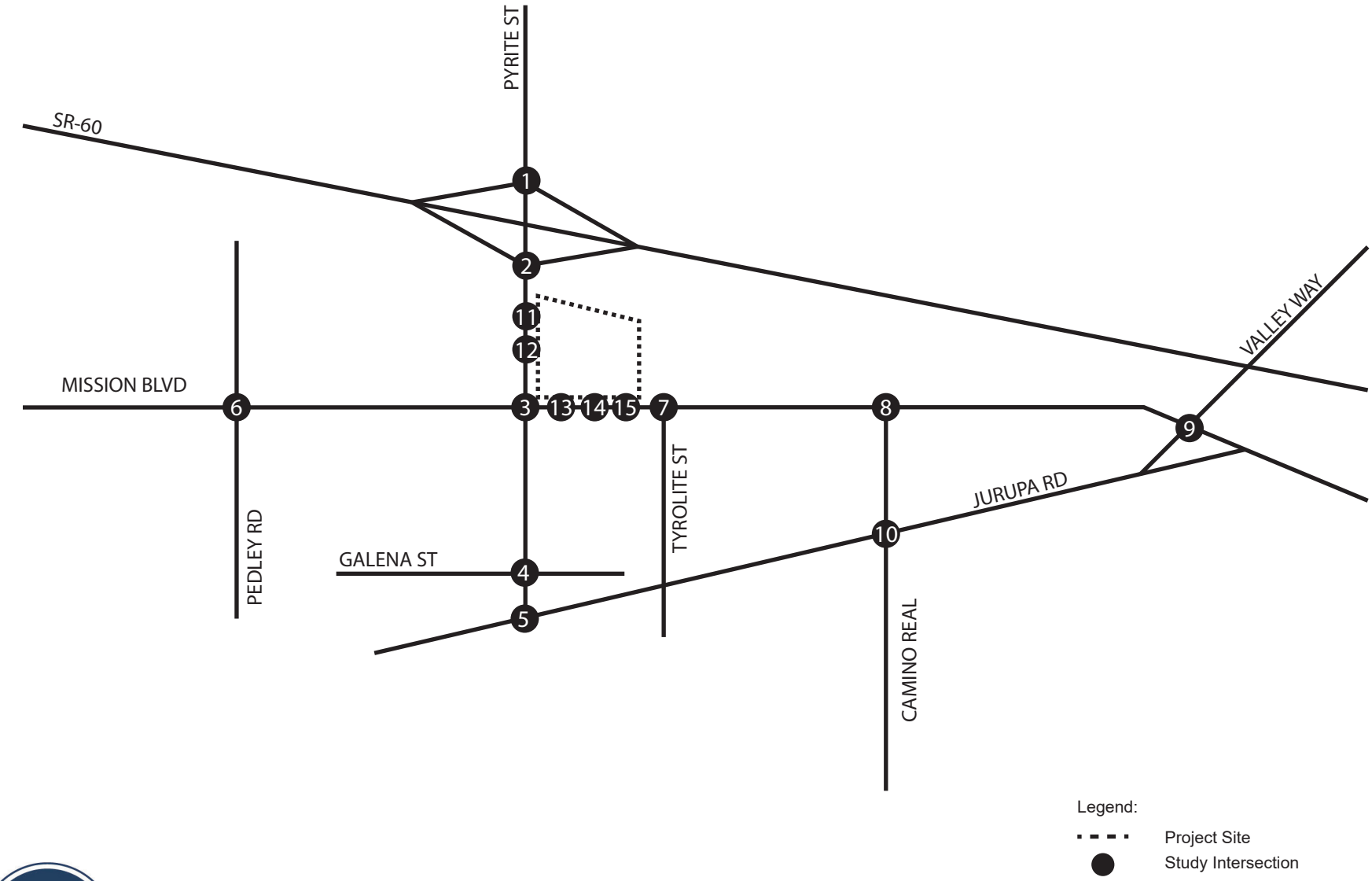
1. Pyrite Street between SR-60 Ramps and Mission Boulevard
2. Pyrite Street between Mission Boulevard and Jurupa Road
3. Mission Boulevard between Pyrite Street and Camino Real

The study intersections are all located within the City of Jurupa Valley.

This traffic analysis follows the City of Jurupa Valley standards for traffic analysis, which have adopted the guidelines contained in the *Riverside County Transportation Department's Traffic Study Guidelines (April, 2008).*

Exhibit 2 shows the location of the study intersections and roadway segments which are analyzed for the following study scenarios:

- Existing Conditions (Existing);
- Existing plus Project (EP);
- Existing Plus Ambient Plus Cumulative (EAC); and
- Existing Plus Ambient Plus Cumulative Plus Project (EACP).



TJW ENGINEERING, INC.

Exhibit 2: Project Location and Study Area

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

2.3 ANALYSIS METHODOLOGY

2.3.1 Intersection Analysis Methodology

Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The definitions for LOS for interruption of traffic flow differ depending on the type of traffic control (traffic signal, unsignalized intersection with side street stops, unsignalized intersection with all-way stops). The *Highway Capacity Manual (HCM) 6* (Transportation Research Board, 2016) methodology expresses the LOS of an intersection in terms of delay time for the intersection approaches. The HCM methodology utilizes different procedures for different types of intersection control.

The City of Jurupa Valley traffic study guidelines outlines signalized intersection operations be analyzed utilizing the HCM 6th Edition methodology. Intersection LOS for signalized intersections is based on the intersections average control delay for all movements at the intersection during the peak hour. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Table 1 describes the general characteristics of traffic flow and accompanying delay ranges at signalized intersections.

Table 1: *HCM – LOS & Delay Ranges – Signalized Intersections*

Level Of Service	Description	Delay (in seconds)
A	Very favorable progression; most vehicles arrive during green signal and do not stop. Short cycle lengths.	0 – 10.00
B	Good progression, short cycle lengths. More vehicles stop than for LOS A.	10.01 – 20.00
C	Fair progression; longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.	20.01 – 35.00
D	Progression less favorable, longer cycle length and high flow/capacity ratio. The proportion of vehicles that pass through without stopping diminishes. Individual cycle failures are obvious.	35.01 – 55.00
E	Severe congestion with some long standing queues on critical approaches. Poor progression, long cycle lengths and high flow/capacity ratio. Individual cycle failures are frequent.	55.01 – 80.00
F	Very poor progression, long cycle lengths and many individual cycle failures. Arrival flow rates exceed capacity of intersection.	> 80.01

Source: Transportation Research Board, *Highway Capacity Manual*, HCM6 Edition (Washington D.C., 2016).

The City of Jurupa Valley traffic study guidelines also outline unsignalized intersection operations be analyzed utilizing the HCM 6th Edition methodology. Intersection operation for unsignalized intersections is based on the weighted average control delay expressed in seconds per vehicle.

At a two-way or side-street stop-controlled intersection, LOS is calculated for each stop-controlled minor street movement, for the left-turn movement(s) from the major street, and for the intersection as a whole. For approaches consisting of a single lane, the delay is calculated as the average of all movements in that lane. For all-way stop-controlled intersection, LOS is computed for the intersection as a whole.

Table 2 describes the general characteristics of traffic flow and accompanying delay ranges at unsignalized intersections.

Table 2: *HCM – LOS & Delay Ranges – Unsignalized Intersections*

Level Of Service	Description	Delay (in seconds)
A	Little or no delays.	0 – 10.00
B	Short traffic delays.	10.01 – 15.00
C	Average traffic delays.	15.01 – 25.00
D	Long traffic delays. Multiple vehicles in queue.	25.01 – 35.00
E	Very long delays. Demand approaching capacity of intersection	35.01 – 50.00
F	Very constrained flow with extreme delays and intersection capacity exceeded.	> 50.01

Source: Transportation Research Board, *Highway Capacity Manual*, HCM6 Edition (Washington D.C., 2016).

This analysis utilizes *PTV Vistro*, Version 7 analysis software for all signalized and unsignalized intersections. Vistro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis specified in Chapter 16 of the HCM. The level of service and capacity analysis performed within Vistro takes the optimization and coordination of signalized intersections within a network into consideration.

2.3.2 Vehicle Miles Traveled (VMT) Analysis

Senate Bill (SB) 743 was adopted in 2013 requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28th, 2018 with an implementation date of July 1st, 2020 as the new metric.

Consistent with the new metric of VMT for analysis of transportation impacts under CEQA, this analysis follows the VMT guidelines set forth by the City of Jurupa Valley engineering staff.[1] At the time of this analysis, the City of Jurupa Valley engineering staff provided draft VMT guidelines to utilize for this analysis. The City of Jurupa Valley VMT analysis guidelines outline two analysis criteria – Project VMT impacts and Cumulative VMT impacts.

Citywide VMT is calculated using the Riverside Transportation Analysis Model (RIVTAM). RIVTAM is a regional travel demand model developed by the Western Riverside Council of Governments (WRCOG). Citywide VMT is estimated using the City boundary and extracting the total link-level VMT for the no project and with project scenarios. VMT data is then extrapolated using the RIVTAM baseline (2012) and future (2040) years.

[1] At the time of this analysis, the City of Jurupa Valley engineering staff provided draft VMT guidelines to utilize for this analysis.

2.4 PERFORMANCE CRITERIA

2.4.1 City of Jurupa Valley LOS General Plan Conformance

According to the *City of Jurupa Valley 2017 General Plan*, the city maintains the following target Levels of Service, or "LOS":

1. LOS C along all City maintained roads and conventional state highways. As an exception, LOS D may be allowed in designated areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections.
2. LOS D or E may be deemed acceptable by the City Council in designated town centers and for multimodal mobility corridors that include facilities for at least three transportation modes in addition to motor vehicles, and that support transit-oriented development and walkable communities. LOS F is not considered an acceptable level of service.

2.4.2 City of Jurupa Valley VMT Criteria

According to the draft City of Jurupa Valley TIA Preparation Guidelines 2020, the city maintains the following target levels for VMT significance criteria:

1. Project VMT Impacts
    a. If the project causes a net increase in baseline VMT (baseline versus baseline plus project) within the City, the impact would be considered significant. The City's average baseline VMT shall be the metric that is in effect at the time the Notice of Preparation is published, or if no Notice of Preparation is required, at the time the environmental analysis is commenced.
2. Cumulative VMT Impacts
    a. If a project is consistent with the RTP/SCS (Regional Transportation Plan / Sustainable Community Strategies), then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. If it is not consistent with the RTP/SCS, a project would result in a significant VMT impact if:
        i. For all land development project types, a net increase in VMT within the city in the RTP/SCS horizon-year would be considered a significant impact.

3.0 EXISTING CONDITIONS

3.1 EXISTING CIRCULATION NETWORK/STUDY AREA CONDITIONS

The characteristics of the roadway system in the vicinity of the proposed project site are described in ***Table 3.***

Table 3: *Roadway Characteristics within Study Area*

Roadway	Classification[1]	Jurisdiction	Direction	Existing Travel Lanes	Median Type[2]
Mission Blvd	Major	Jurupa Valley	East-West	4	PM
Pyrite St	Collector	Jurupa Valley	North-South	2	PM
Pedley Rd	Major	Jurupa Valley	North-South	2 to 4	RM-PM
Jurupa Rd	Collector	Jurupa Valley	East-West	2	PM
Camino Real	Arterial	Jurupa Valley	North-South	2 to 4	RM-PM
Valley Way	Major	Jurupa Valley	North-South	2 to 4	RM-PM
Tyrolite St	Collector	Jurupa Valley	North-South	2	NM

1: Sources: City of Jurupa Valley General Plan (2017)
2: RM= Raised Median, PM = Painted Median, NM = No Median.

Exhibit 3 show existing conditions study area intersection and roadway geometry.

3.2 EXISTING TRAFFIC VOLUMES

To determine the existing operation of the study intersections, AM and PM peak period and daily traffic volumes at the study intersections and roadway segments were estimated based on historical data from 2016 to 2019. Historical data was grown by an ambient 2% growth rate to establish 2020 baseline conditions. Detailed traffic count data is provided in ***Appendix B.***

Exhibit 4 shows existing AM and PM peak hour volumes at the study intersections.

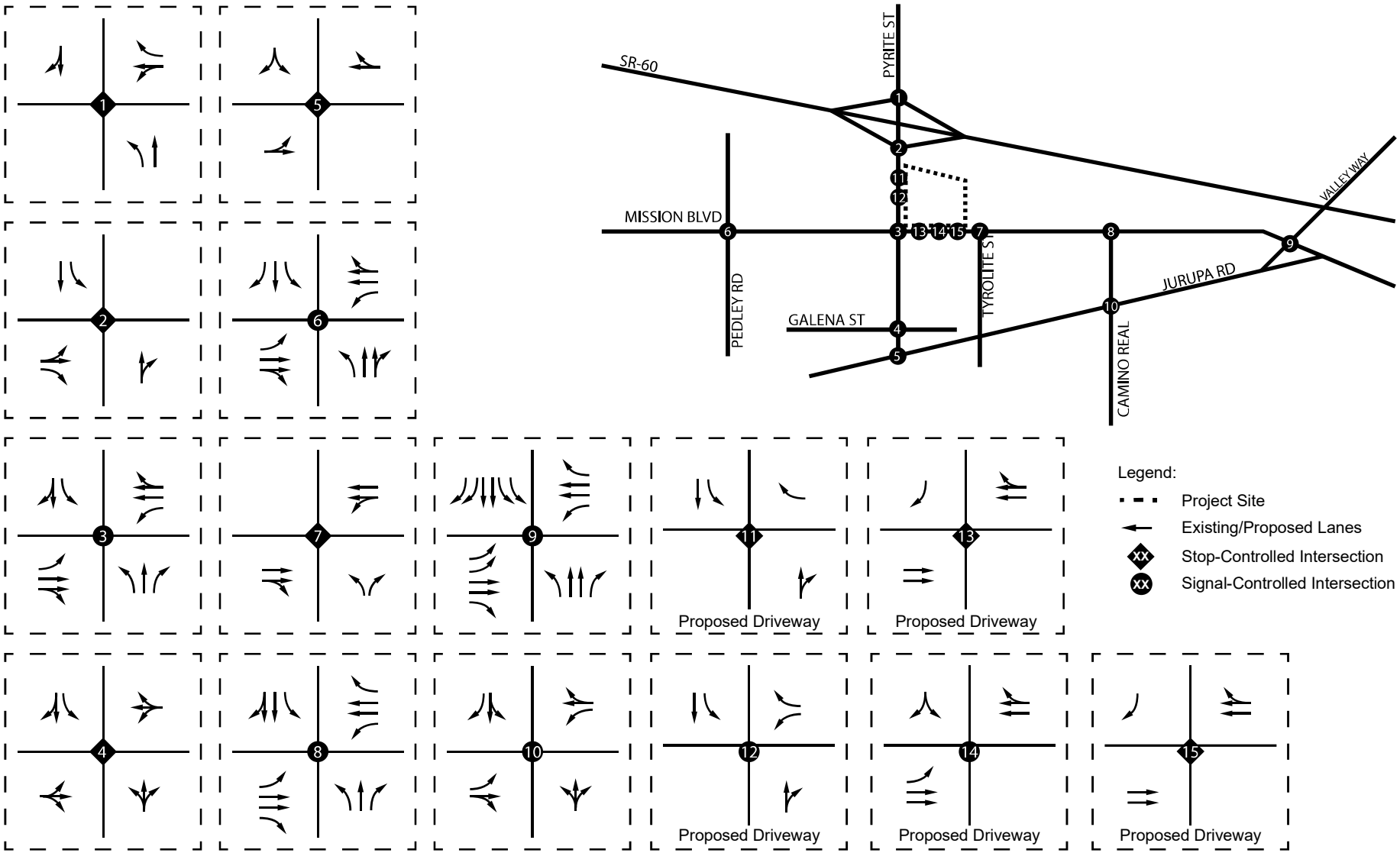


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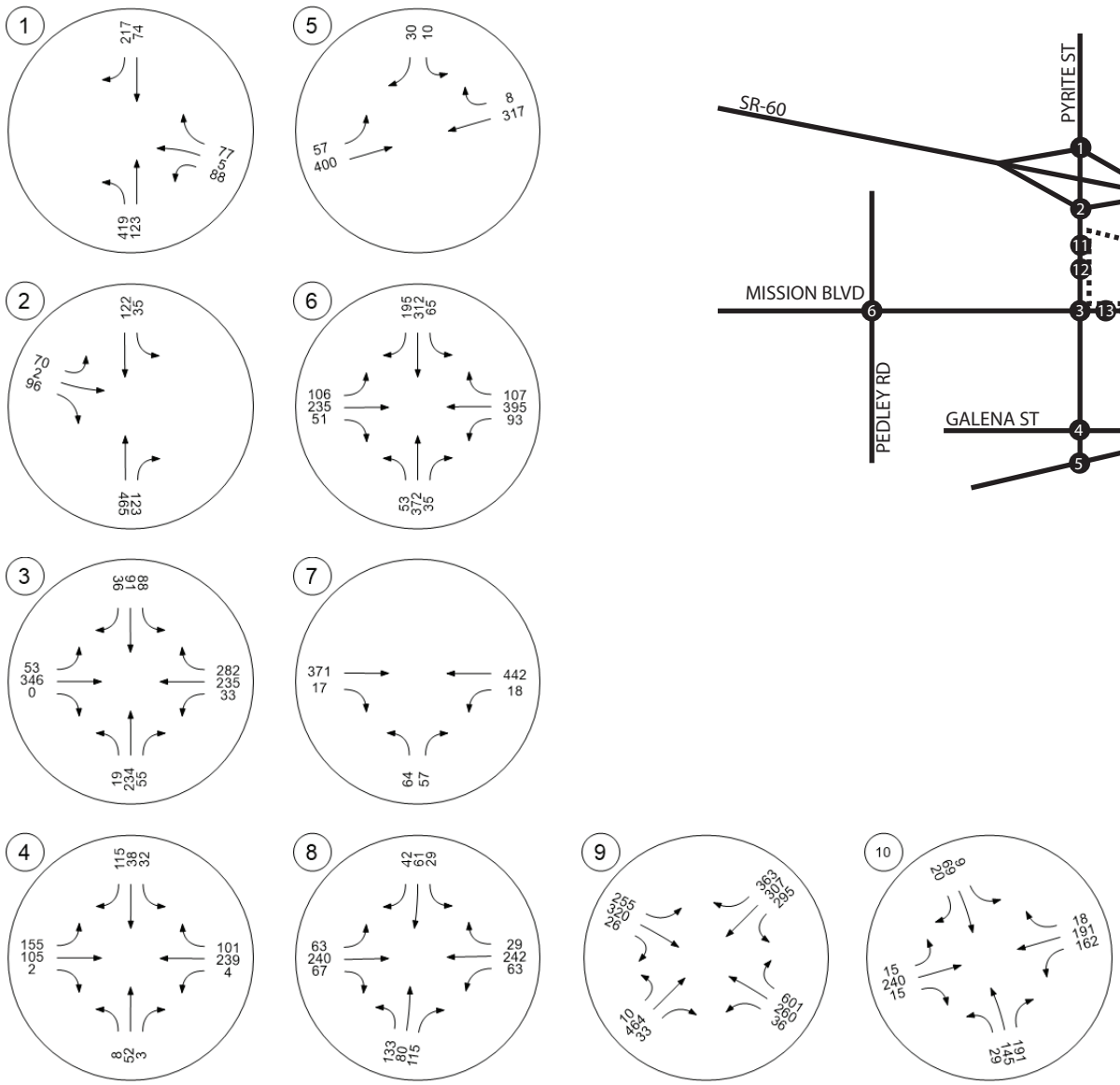
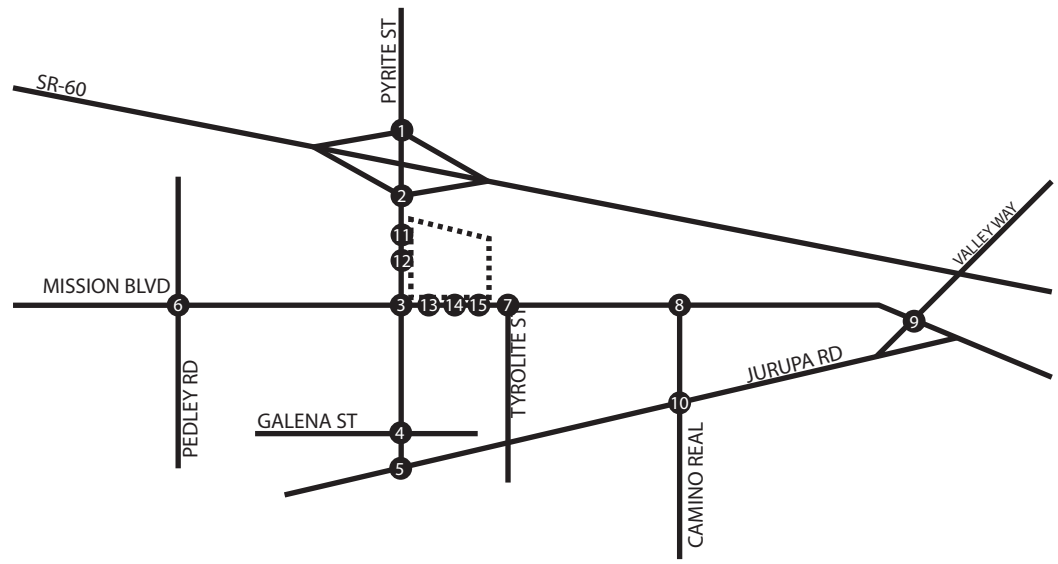
Exhibit 3: Lane Geometry and Intersection Control

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale





Legend:

XX	AM/PM Peak Hour Volumes
- - - - -	Project Site

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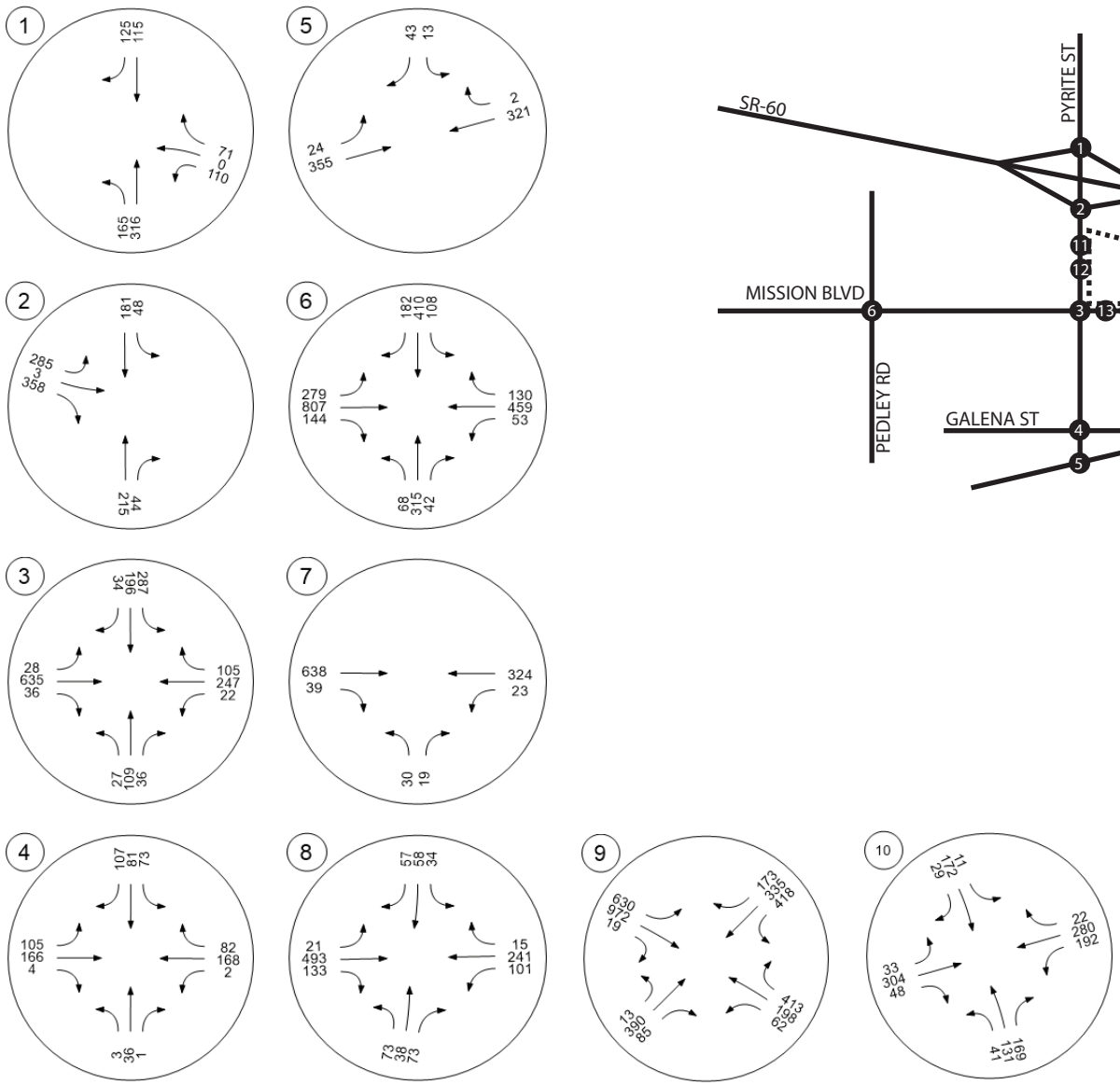
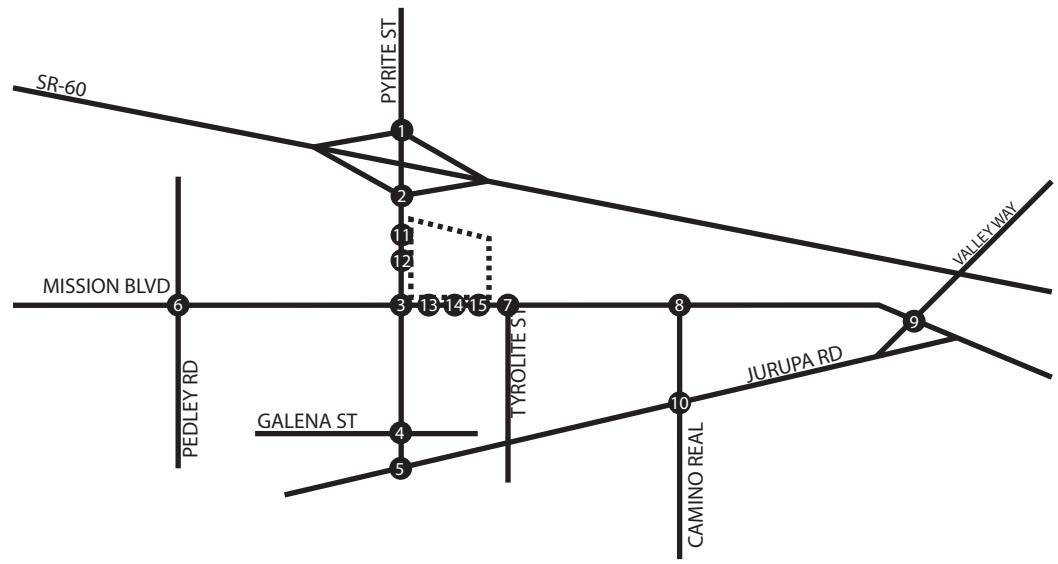
Exhibit 4: Existing AM Peak Hour Volumes

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale





Legend:

XX	AM/PM Peak Hour Volumes
- - - - -	Project Site

TJW ENGINEERING, INC.

Exhibit 4: Existing PM Peak Hour Volumes

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

3.3 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

Existing conditions AM and PM peak hour intersection analysis is shown in ***Table 4***. Calculations are based on the existing geometrics at the study area intersections as shown in ***Exhibit 3.*** HCM analysis sheets are provided in ***Appendix C***.

Table 4: *Intersection Analysis – Existing Conditions*

Intersection			Control Type	Peak Hour	Existing Conditions	
					Delay[1]	LOS
1	Pyrite St	SR-60 WB Ramps	TWSC	AM	**102.6**	**F**
				PM	27.4	D
2	Pyrite St	SR-60 EB Ramps	TWSC	AM	14.5	B
				PM	20.0	C
3	Pyrite St	Mission Blvd	Signal	AM	32.9	C
				PM	34.4	C
4	Pyrite St	Galena St	AWSC	AM	13.8	B
				PM	12.1	B
5	Pyrite St	Jurupa Rd	TWSC	AM	12.4	B
				PM	12.0	B
6	Pedley Rd	Mission Blvd	Signal	AM	32.2	C
				PM	32.1	C
7	Tyolite St	Mission Blvd	TWSC	AM	23.3	C
				PM	16.3	C
8	Camino Real	Mission Blvd	Signal	AM	27.3	C
				PM	21.0	C
9	Valley Way	Mission Blvd	Signal	AM	31.3	C
				PM	47.6	D
10	Camino Real	Jurupa Rd	Signal	AM	39.0	D
				PM	48.4	D
11	Pyrite St	Driveway 1	TWSC	AM	--	--
				PM	--	--
12	Pyrite St	Driveway 2	Signa	AM	--	--
				PM	--	--
13	Driveway 1	Mission Blvd	TWSC	AM	--	--
				PM	--	--
14	Driveway 2	Mission Blvd	Signal	AM	--	--
				PM	--	--
15	Driveway 3	Mission Blvd	TWSC	AM	--	--
				PM	--	--

Note: TWSC = Two-Way Stop-Control, OWSC = One-Way Stop-Control; Delay shown in seconds per vehicle.
1 = Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one or two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in ***Table 4***, the study intersections are currently operating at an acceptable LOS during the AM and PM peak hours for *existing* conditions with the exception of the following intersections:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM Peak Hour)

3.4 EXISTING CONDITIONS ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS

Table 5 summarizes existing conditions roadway segment analysis based on the LOS capacities referenced in the *City of Jurupa Valley 2017 General Plan Mobility Element*.

Table 5:
Roadway Segment Analysis – Existing Conditions

Roadway Segment	Cross Section	LOS D Capacity[1]	Existing		
			ADT	V/C	LOS
Pyrite St b/w SR-60 Ramps and Mission Blvd	2D	11,700	8,223	0.70	≤ C
Pyrite St b/w Mission Blvd and Jurupa Rd	2D	11,700	5,081	0.43	≤ C
Mission Blvd b/w Pyrite St and Camino Real	4D	23,300	12,237	0.38	≤ C

1: Capacity based on County of Riverside Link Volume Capacities, March 2001
Note: 4D = four-lane divided roadway. V/C = volume to capacity ratio.

As shown in ***Table 5,*** the study roadway segments are currently operating at an acceptable LOS.

4.0 PROPOSED PROJECT

4.1 PROJECT DESCRIPTION

The proposed project will be constructed in a single phase and will consist of the following land uses:

- 12 pump gas station with 3,500 square feet convenience store
- 4,800 square foot single-tunnel car automated car wash
- 151,300 square feet general retail
- 18,400 square feet fast food with drive thru
- 46,000 square feet general office
- 26,000 square foot 60 room hotel

The site is currently zoned as General Commercial Transitional and classified as Commercial in the City of Jurupa Valley General Plan Land Use and Zoning Map. The project site is currently vacant. The proposed project land use is permitted in the zone and does not require a zone change or General Plan amendment.

Site access is planned via two driveways on Pyrite Street Avenue and three driveways on Mission Boulevard; one right-in/left-in/right-out driveway and one full access driveway on Pyrite Street, two right-in and right-out driveway and one full access driveway on Mission Boulevard.

Exhibit 1 previously showed the proposed project site plan.

4.2 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic, both inbound and outbound, produced by a development. Determining trip generation for a proposed project is based on projecting the amount of traffic that the specific land uses being proposed will produce. Industry standard *Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017)* trip generation rates were used to determine trip generation of for most of the proposed project land uses.

Table 6 summarizes the projected AM peak hour, PM peak hour and daily trip generation of the proposed project. The proposed project is projected to generate 745 net total AM peak hour trips, 996 net total PM peak hour trips and 13,228 net total daily trips after City of Jurupa Valley approved pass-by reductions. Pass-by reduction percentages for corresponding AM, PM, and Daily periods are also shown in ***Table 6***.

Table 6: *Proposed Project AM/PM Peak Hour Trip Generation*

Proposed Land Use[1]	Qty	Unit[3]	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour					Pass-By % Reduction		
			Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume					
							In	Out	Total			In	Out	Total	AM	PM	Daily
Gas Station w/ Convenience Market (945)	12.00	VFP	205.36	2,464	12.47	50:50	75	75	150	13.99	50:50	84	84	168	62%	56%	50%
Single-Tunnel Automated Car Wash[2]	1.00	Tunnel	1,858	1,858	124.00	50:50	62	62	124	190.00	50:50	95	95	190	20%	20%	20%
Shopping Center (820)	151.30	TSF	37.75	5,712	0.94	62:38	89	54	143	3.81	48:52	277	300	577	10%	34%	10%
Drive-Thru Restaurant (934)	18.40	TSF	470.95	8,665	40.19	51:49	377	363	740	32.67	52:48	313	289	602	49%	50%	49%
General Office (710)	46.00	TSF	9.74	448	1.16	86:14	46	8	54	1.15	16:84	8	45	53			
General Hotel (310)	60.00	RM	8.36	502	0.47	59:41	17	12	29	0.60	51:49	18	18	36			
Sub-Total				**19,649**			**667**	**573**	**1,240**			**796**	**830**	**1,626**			
Pass-By-Trips				**-6,421**			**-253**	**-242**	**-495**			**-317**	**-313**	**-629**			
Net Total				**13,228**			**414**	**331**	**745**			**479**	**518**	**996**			

1: Rates from ITE Trip Generation (10th Edition, 2017) unless otherwise noted

2: Actual counts from various Fast5Xpress car wash locations

3: TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions; RM = Rooms

4.3 PROJECT TRIP DISTRIBUTION

Projecting trip distribution involves the process of identifying probable destinations and traffic routes that will be utilized by the proposed project's traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the probable routes onto which project traffic would distribute. The projected trip distribution for the proposed project is based on anticipated travel patterns to and from the project site.

Exhibit 5 shows the projected trip distribution of proposed project trips.

4.4 CUMULATIVE PROJECTS TRAFFIC

This analysis also accounts for other reasonably foreseeable development projects which are either approved or are currently being processed in the study area as part of a cumulative analysis scenario. A list of cumulative projects was developed for this analysis through consultation with City of Jurupa Valley staff, and obtainment of current development status reports. ***Exhibit 6*** shows the location of nearby cumulative developments. A summary of cumulative projects land uses is show in ***Table 7***.

Table 7: *Cumulative Projects List*

Project		Land Use	Qty	Units[1]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
1	Pedley Crossing	Shopping Center	255.98	TSF	149	91	241	468	507	975	9,663
2	Ridgewood Subdivision	Single Family Homes	13	DU	2	7	10	8	5	13	123
3	Galena Business Park	General Industrial	47.5	TSF	29	4	33	4	26	30	236
4	Legend Shopping Center	Shopping Center	50	TSF	29	18	47	91	99	191	1,888
5	Veterans Enriched Neighborhood	Single Family Homes	26	DU	15	9	24	48	52	99	982
6	99 Cent Only Store	Shopping Center	18.012	TSF	15	7	21	43	43	87	957
7	Convenience Store with Gas	Convenience/Gas	3.886	TSF	79	79	158	96	96	192	2,426
8	TTM 37211	Single Family Homes	48	DU	9	27	36	30	18	48	453
9	Van Buren Shopping Center	Multi-Use	N/A	N/A	281	231	512	328	324	652	10,848
10	Dos Ranchos	Single Family Homes	215	DU	40	119	159	134	79	213	2,030
11	KUO	Single Family Homes	56	DU	10	31	41	35	21	55	529
12	TTM 36702	Single Family Homes	17	DU	3	9	13	11	6	17	160
13	TTM 36572	Multi Family Homes	6	DU	1	2	3	2	1	3	44
				Total	662	634	1,298	1,298	1,277	2,575	30,339

[1] DU = Dwelling Units; TSF = Thousand Square Feet; RM = Rooms
[2] Source: City of Jurupa Valley (See ***Appendix B***)

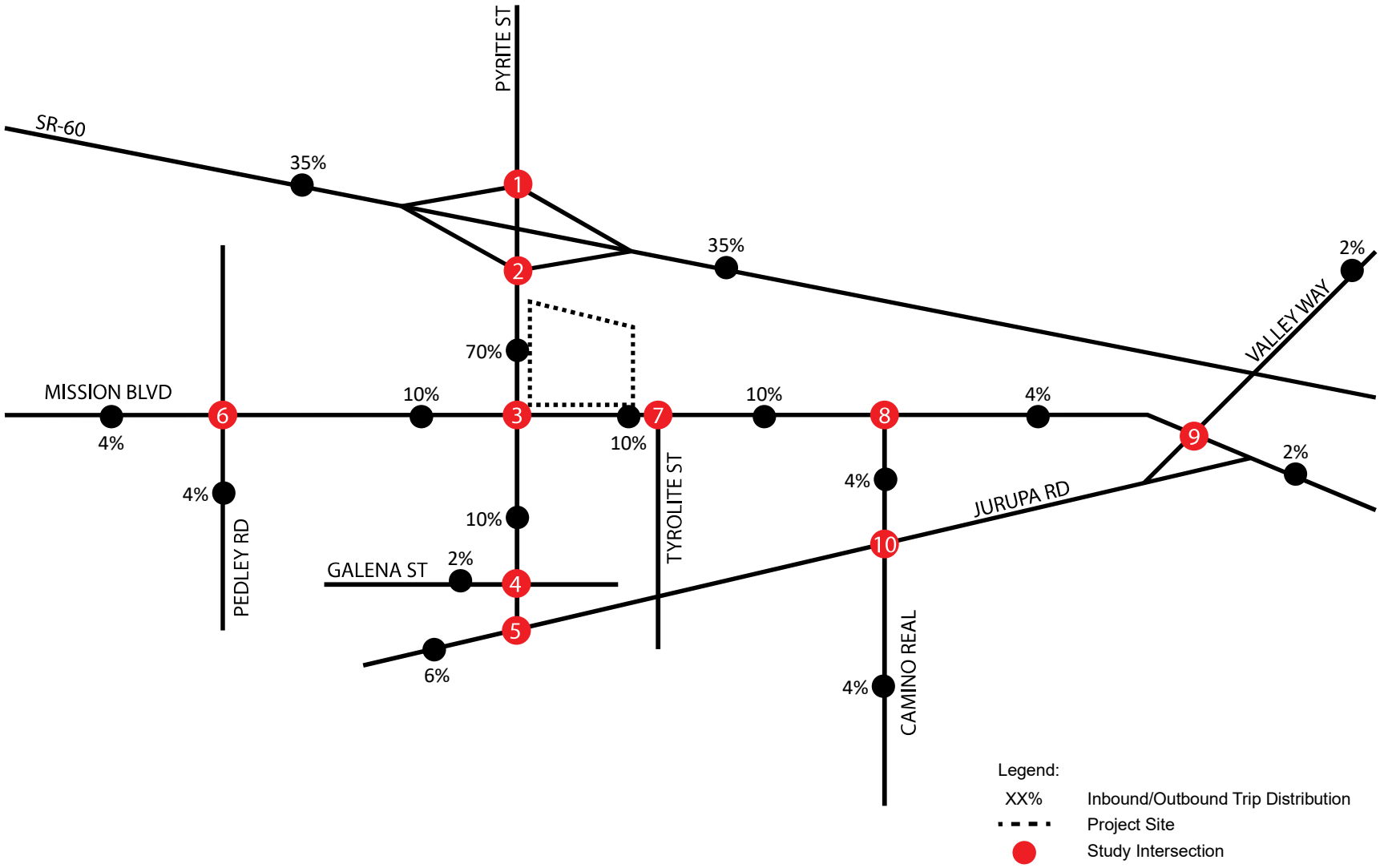


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Exhibit 5: Trip Distrubtion at Study Intersections

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

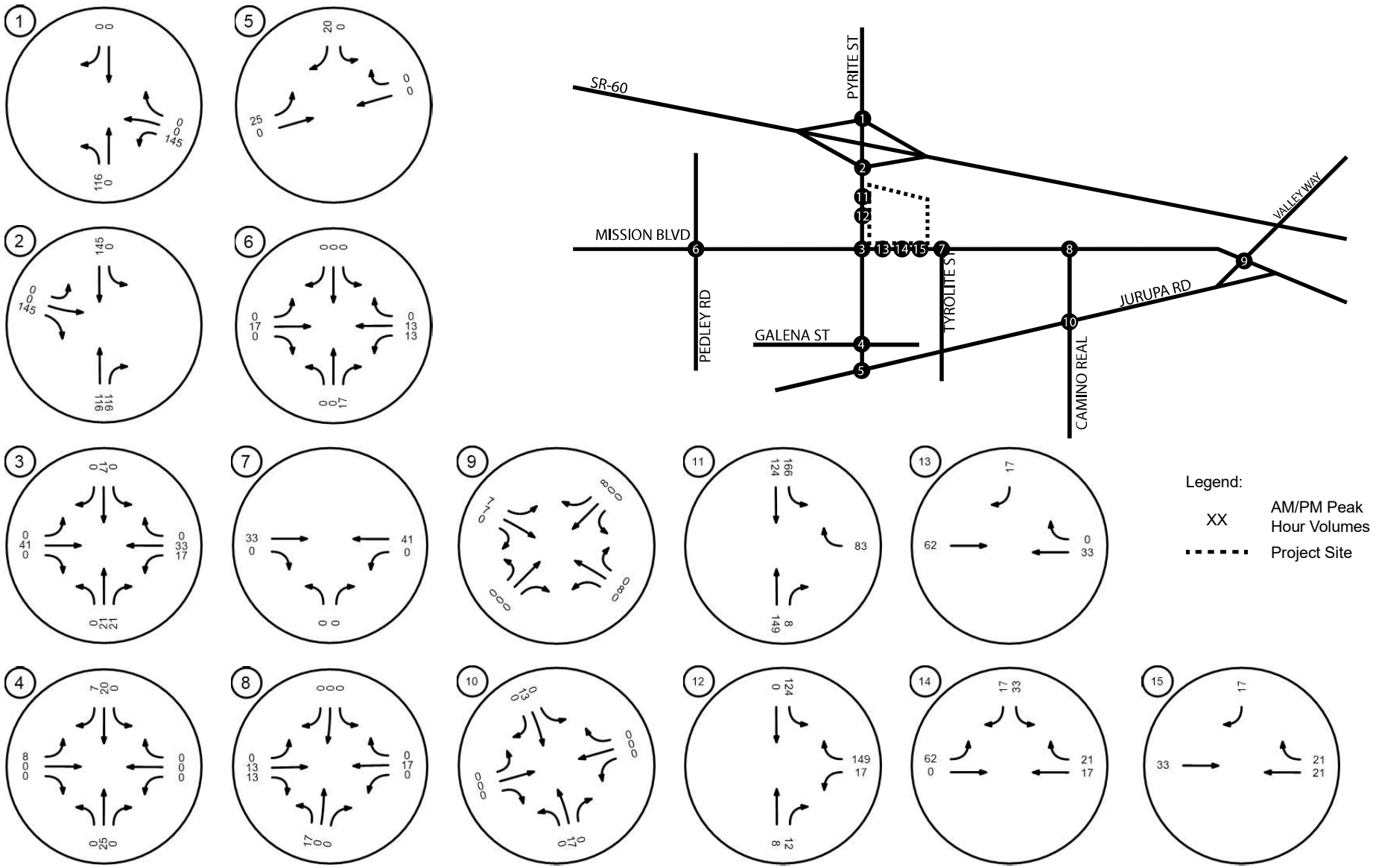

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Exhibit 5: AM Peak Hour Trip Distrubtion at Study Intersections

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

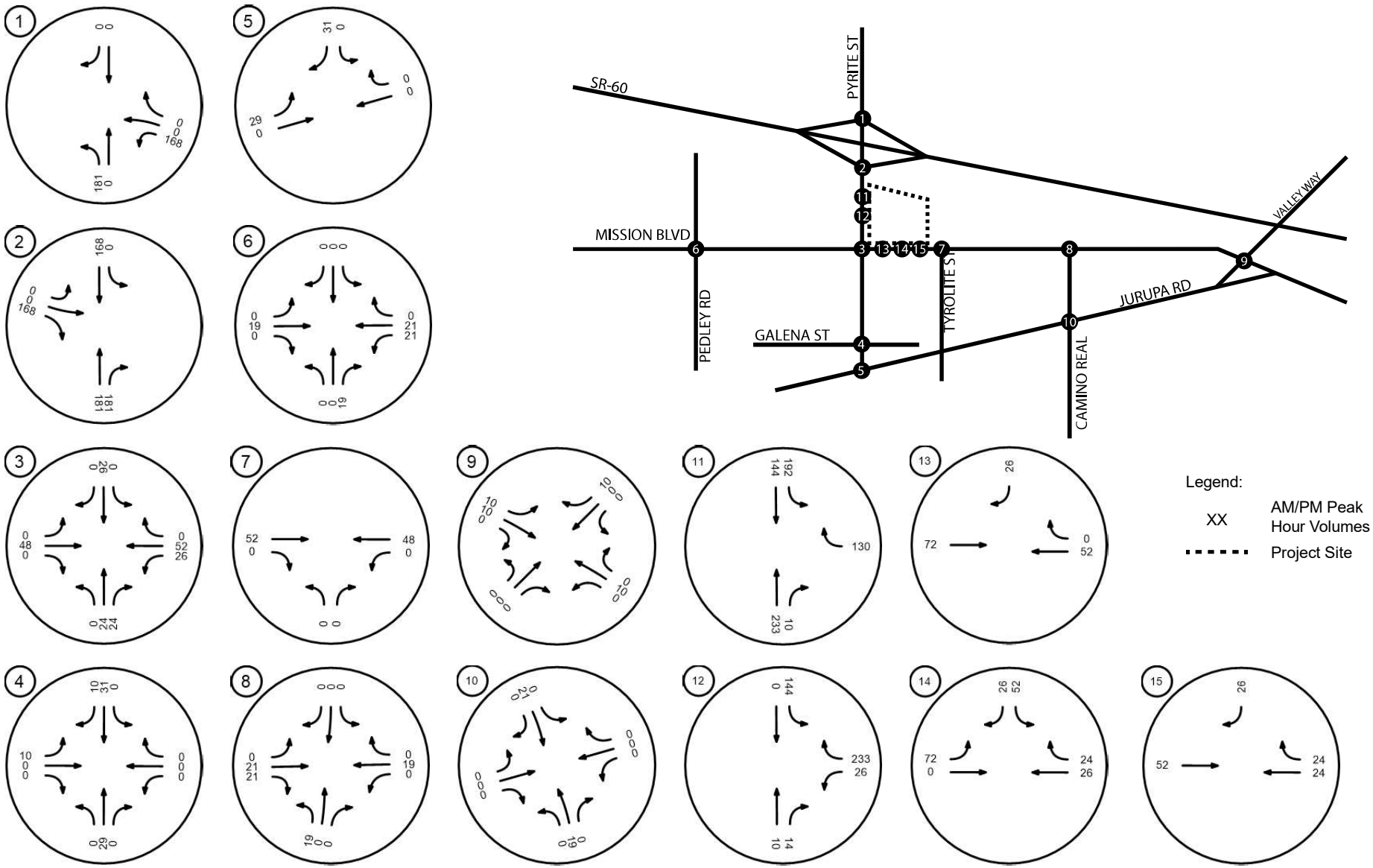

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Exhibit 5: PM Peak Hour Trip Distrubtion at Study Intersections

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

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Exhibit 6: Cumulative Project Map

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

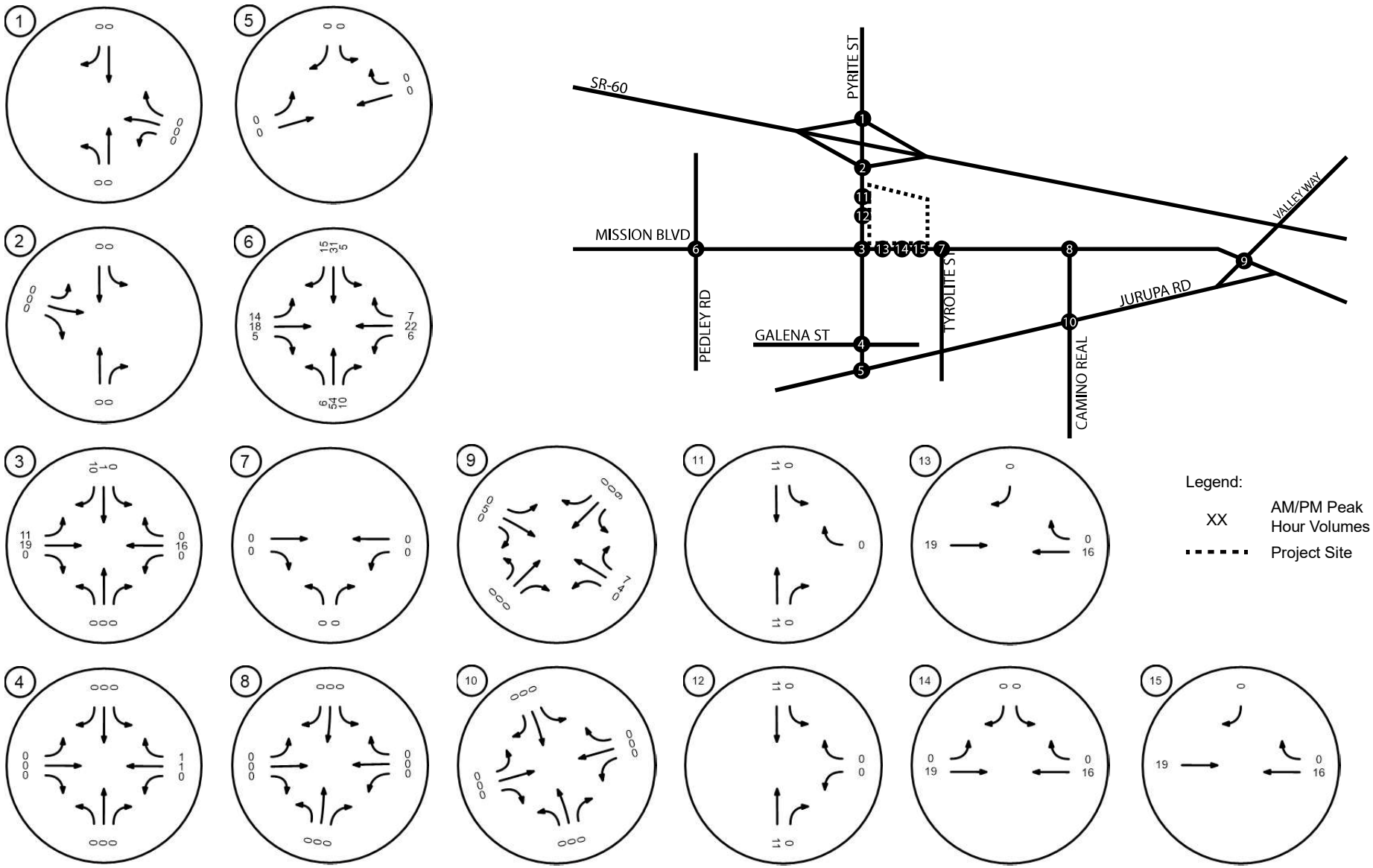

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Exhibit 6: AM Peak Hour Volumes Cumulative Trips

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

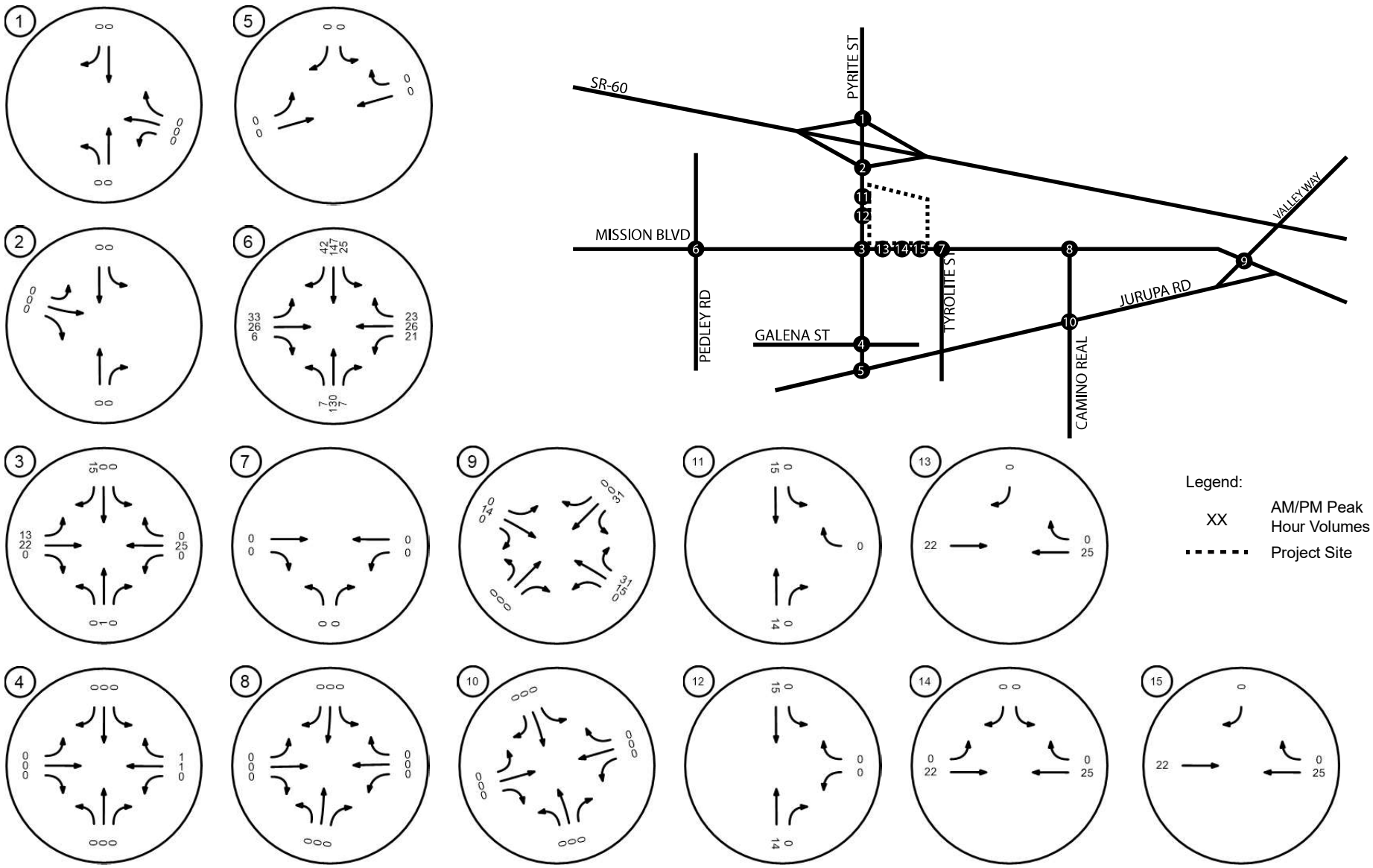

Exhibit 6: PM Peak Hour Volumes Cumulative Trips

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

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Not to Scale

5.0 EXISTING PLUS PROJECT CONDITIONS (EP)

Existing plus project (EP) conditions analysis is intended to identify the project-related deficiencies on the existing circulation system by comparing *EP* conditions to *existing* conditions. *EP* analysis is intended to identify direct deficiencies associated with the development of the proposed project.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the *existing plus project* scenario are consistent with those previously shown in ***Exhibit 3***, with the exception of project driveways and other facilities assumed to be constructed by the proposed project to provide site access. Improvements include:

- Signalization of driveway along Pyrite St
- Signalization of driveway along Mission Blvd

5.2 EP TRAFFIC VOLUMES

EP volumes include existing traffic plus the addition of the traffic projected to be generated by the proposed project.

EP Volumes = Existing (2020) Volumes + Project Traffic

Exhibit 7 shows *EP* AM and PM peak hour volumes at the study intersections.

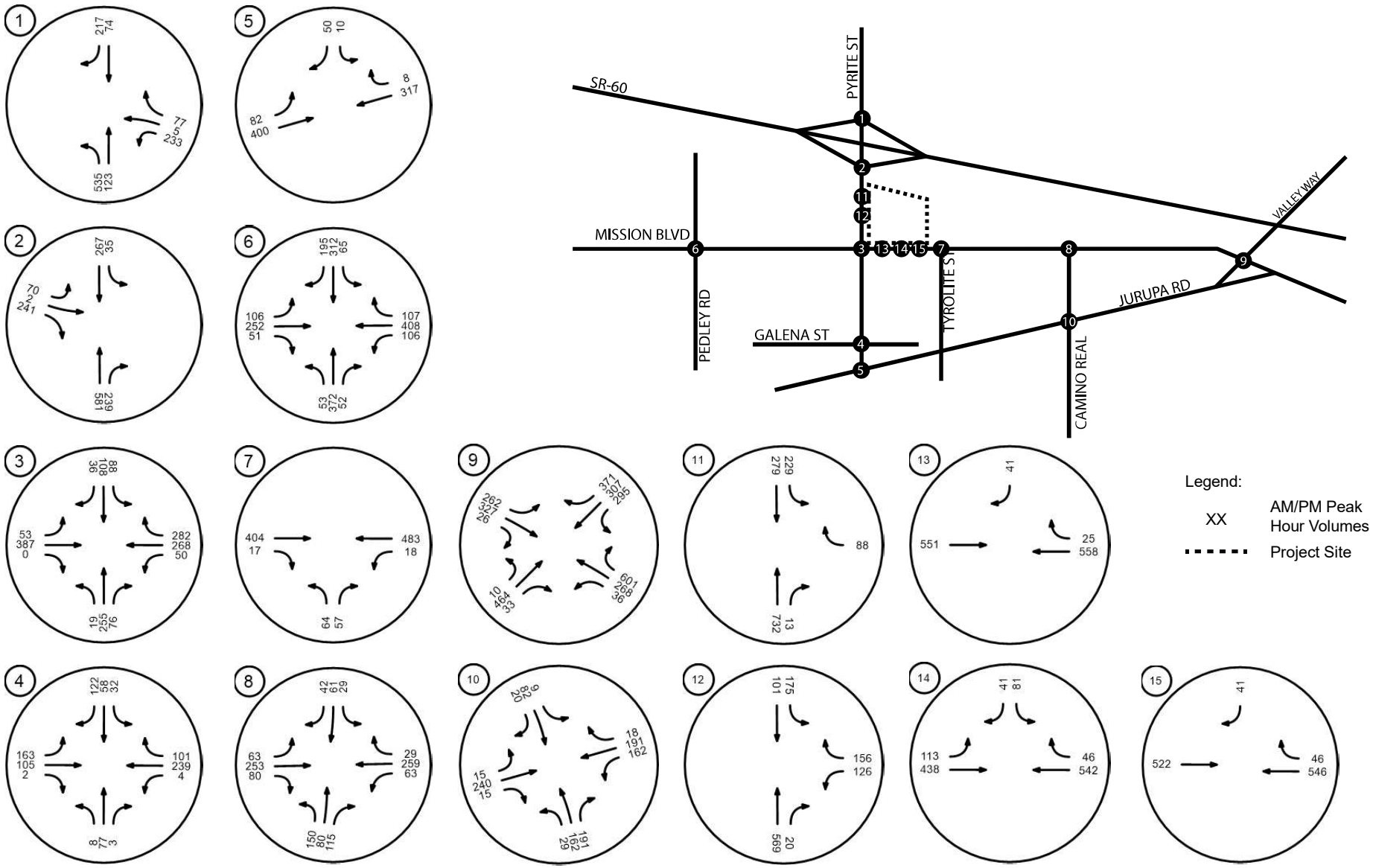

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Exhibit 7: EP Conditions AM Peak Hour Volumes

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

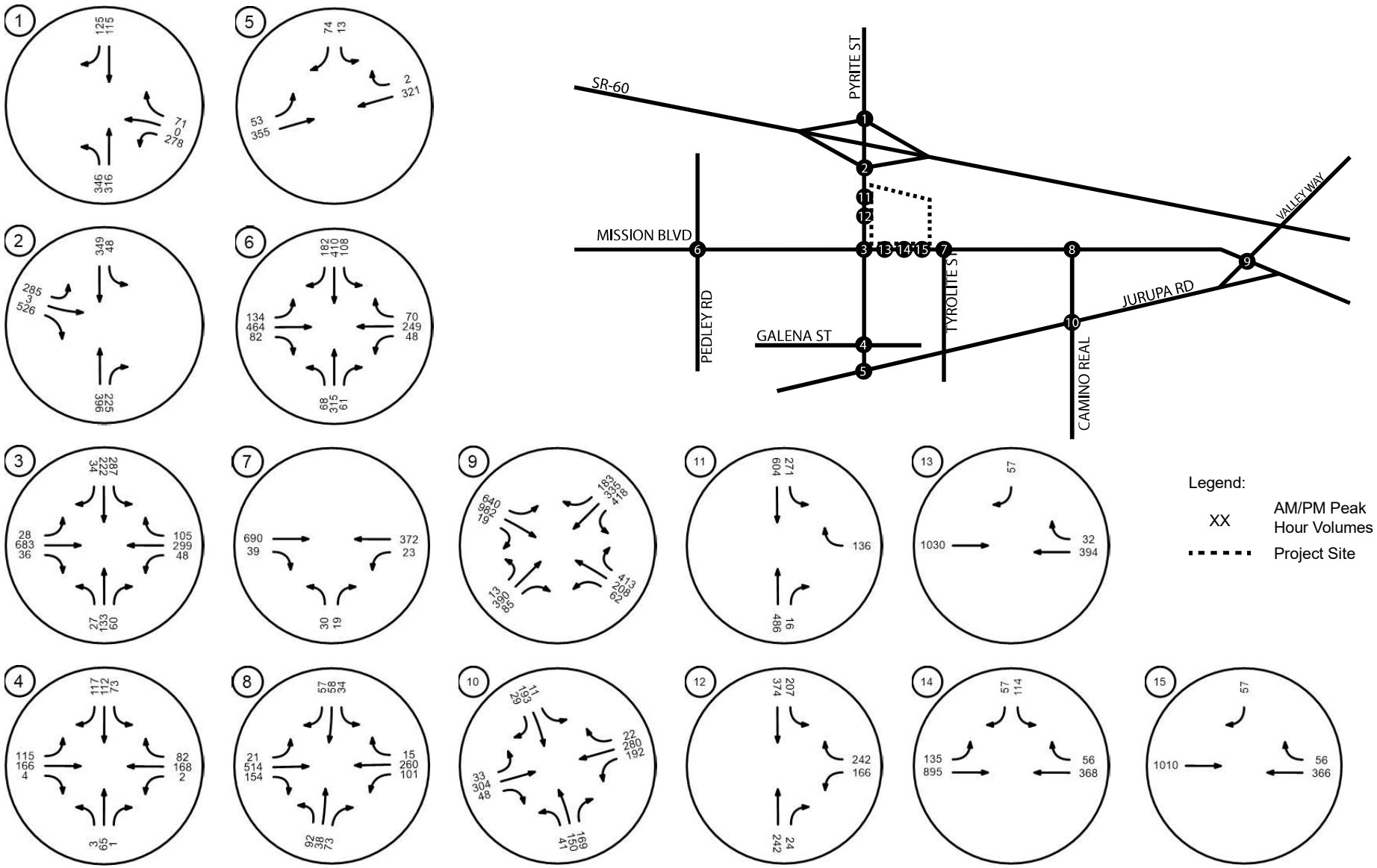

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Exhibit 7: EP Conditions PM Peak Hour Volumes

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

5.3 EP INTERSECTION LEVEL OF SERVICE ANALYSIS

EP conditions AM and PM peak hour intersection analysis is shown in ***Table 8***. Calculations are based on the existing geometrics at the study area intersections as shown in ***Exhibit 3.*** HCM analysis sheets are provided in ***Appendix C***.

Table 8: *Intersection Analysis – EP Conditions*

Intersection			Control Type	Peak Hour	Existing Conditions		EP Conditions		Change	Deficient?
					Delay[1]	LOS	Delay[1]	LOS		
1	Pyrite St	SR-60 WB Ramps	TWSC	AM	**102.6**	**F**	**1372.9**	**F**	**1270.3**	**Y**
				PM	27.4	D	**815.0**	**F**	**787.6**	**Y**
2	Pyrite St	SR-60 EB Ramps	TWSC	AM	14.5	B	19.2	C	4.7	N
				PM	20.0	C	**108.7**	**F**	**88.7**	**Y**
3	Pyrite St	Mission Blvd	Signal	AM	32.9	C	33.9	C	0.9	N
				PM	34.4	C	37.6	D	3.2	N
4	Pyrite St	Galena St	AWSC	AM	13.8	B	15.3	C	1.6	N
				PM	12.1	B	13.4	B	1.3	N
5	Pyrite St	Jurupa Rd	TWSC	AM	12.4	B	12.2	B	-0.1	N
				PM	12.0	B	12.2	B	0.2	N
6	Pedley Rd	Mission Blvd	Signal	AM	32.2	C	32.7	C	0.5	N
				PM	32.1	C	32.9	C	0.8	N
7	Tyolite St	Mission Blvd	TWSC	AM	23.3	C	27.6	D	4.3	N
				PM	16.3	C	17.7	C	1.4	N
8	Camino Real	Mission Blvd	Signal	AM	27.3	C	26.9	C	-0.4	N
				PM	21.0	C	20.8	C	-0.2	N
9	Valley Way	Mission Blvd	Signal	AM	31.3	C	31.5	C	0.1	N
				PM	47.6	D	48.0	D	0.4	N
10	Camino Real	Jurupa Rd	Signal	AM	39.0	D	39.3	D	0.3	N
				PM	48.4	D	50.7	D	2.3	N
11	Pyrite St	Driveway 1	TWSC	AM	--	--	16.9	C	--	
				PM	--	--	13.7	B	--	
12	Pyrite St	Driveway 2	Signal	AM	--	--	22.2	C	--	
				PM	--	--	20.2	C	--	
13	Driveway 3	Mission Blvd	TWSC	AM	--	--	10.6	B	--	
				PM	--	--	10.0	B	--	
14	Driveway 4	Mission Blvd	Signal	AM	--	--	12.9	B	--	
				PM	--	--	13.1	B	--	
15	Driveway 5	Mission Blvd	TWSC	AM	--	--	10.6	B	--	
				PM	--	--	10.0	A		

Note: AWSC = All- Way Stop-Control, OWSC = One-Way Stop Control, Delay shown in seconds per vehicle.
1 = Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in ***Table 8,*** the study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for *EP* conditions with the exception of the following intersections:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM and PM Peak Hours)
- #2 – Pyrite St/SR-60 EB Ramps (LOS F PM Peak Hour)

5.4 EP CONDITIONS ROADWAY SEGMENT LEVEL OF SERVICE

Table 9 summarizes existing conditions roadway segment analysis based on the LOS capacities referenced in the *City of Jurupa Valley 2017 General Plan Mobility Element*.

Table 9:
Roadway Segment Analysis – EP Conditions

Roadway Segment	Cross Section	LOS D Capacity[1]	EP			
			ADT	Project Volume	V/C	LOS
Pyrite St b/w SR-60 Ramps and Mission Blvd	2D	11,700	17,483	9,260	1.49	≥ E
Pyrite St b/w Mission Blvd and Jurupa Rd	2D	11,700	6,404	1,323	0.55	≤ C
Mission Blvd b/w Pyrite St and Camino Real	4D	23,300	14,221	1,984	0.44	≤ C

1: Capacity based on County of Riverside Link Volume Capacities, March 2001
Note: 4D = four-lane divided roadway. V/C = volume to capacity ratio.

As shown in ***Table 9***, the roadway segments are projected to continue to operate at an acceptable LOS for *EP* conditions with the exception of the following roadway segment:

- #1 – Pyrite St b/w SR-60 Ramps and Mission Blvd

5.5 EP RECOMMENDED IMPROVEMENTS

The following improvements are recommended for *EP* conditions.

EP Recommended Improvement (EP-1): Pyrite St/SR-60 WB Ramps - Signalize intersection. This improvement is consistent with the General Plan.

EP Recommended Improvement (EP-2): Pyrite St/SR-60 EB Ramps - Signalize intersection. This improvement is consistent with the General Plan.

EP Recommended Improvement (EP-3): Pyrite b/w Mission Blvd and Jurupa Rd – General plan identifies this roadway segment to be expanded to a 4-lane major roadway resulting in a higher LOS Capacity. With a 4-lane classification, under the EP scenario this roadway segment will operate at LOS C or better.

Table 10 shows *EP* level of service at the intersection with the recommended improvements.

Table 10: *Intersection Analysis – EP Conditions with Recommended Improvements*

Intersection			Control Type	Peak Hour	Existing Conditions		EP Conditions		EP With Recommended Improvements	
					Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
1	Pyrite	SR-60 WB Ramp	Signal	AM	**102.6**	**F**	**1372.9**	**F**	20.3	C
				PM	27.4	D	**815.0**	**F**	16.6	B
2	Pyrite	SR-60 EB Ramp	Signal	AM	14.5	B	19.2	C	16.5	B
				PM	20.0	C	**108.7**	**F**	24.6	C

Note: AWSC = All- Way Stop-Control, TWSC = Two-Way Stop Control, OWSC = One-Way Stop Control, Delay shown in seconds per vehicle.
1 = Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in ***Table 10***, with the recommended improvements, the intersection is projected to operate at an acceptable/improved LOS for *EP* conditions.

5.6 QUEUING ANALYSIS

A queueing analysis was conducted for *EP* conditions to determine 95th percentile queues. ***Table 11*** shows 95th percentile queue length for movements into the project site. As shown, the storage lengths can adequately accommodate 95th percentile queues. Queue analysis sheets are in ***Appendix C.***

Table 11: *Queue Analysis – EP Conditions*

Intersection	Movement	Storage Length (ft)	95th Percentile Queue Length (ft)	
			AM Peak Hour	PM Peak Hour
#11 – Pyrite / Driveway #1	SBL	50	30	28
#12 – Pyrite / Driveway #2	SBL	225	192	213
#14 – Driveway #4 / Mission	EBL	160	132	155

6.0 PROJECT OPENING YEAR (2021) WITHOUT PROJECT CONDITIONS (OYNP)

Project opening year without project (OYNP) conditions analysis is intended to identify baseline conditions in the near-term without the proposed project.

6.1 ROADWAY IMPROVEMENTS

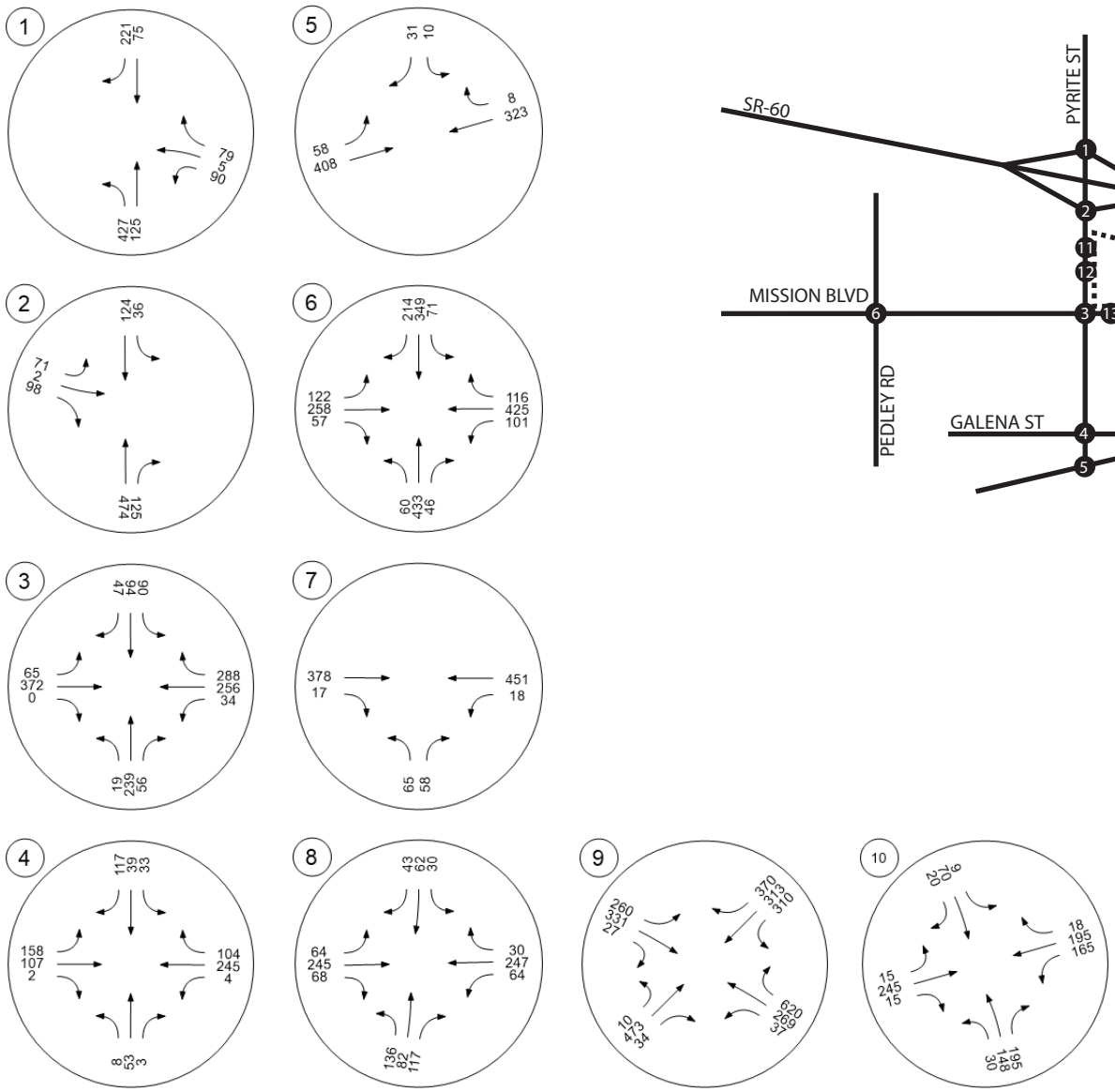
The lane configurations and traffic controls assumed to be in place for the *project opening year without project* scenario are consistent with those previously shown in ***Exhibit 3***.

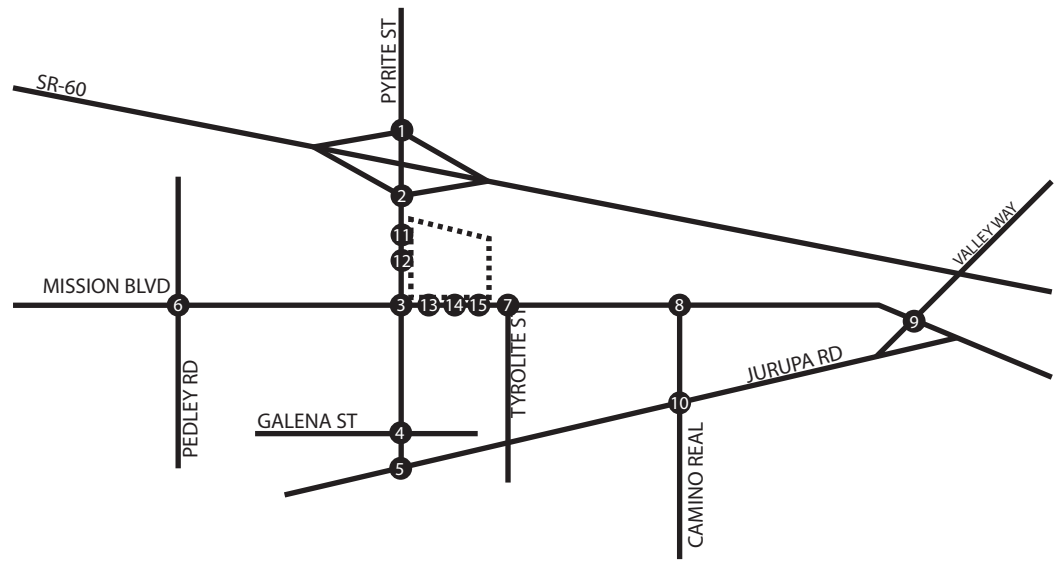
6.2 OYNP TRAFFIC VOLUMES

OYNP volumes include background traffic plus cumulative project volume. Since the proposed project is expected to be built and generating trips in 2021, *OYNP* volumes include a growth rate of 2% per year for one year, applied to existing volumes. This growth rate was determined in coordination with City staff per an approved scoping agreement (see ***Appendix A****).*

OYNP Volumes = (Existing (2020) Counts * 1.02^1) + Cumulative Project Volume

Exhibit 8 shows *OYNP* AM and PM peak hour volumes at the study intersections.





Legend:

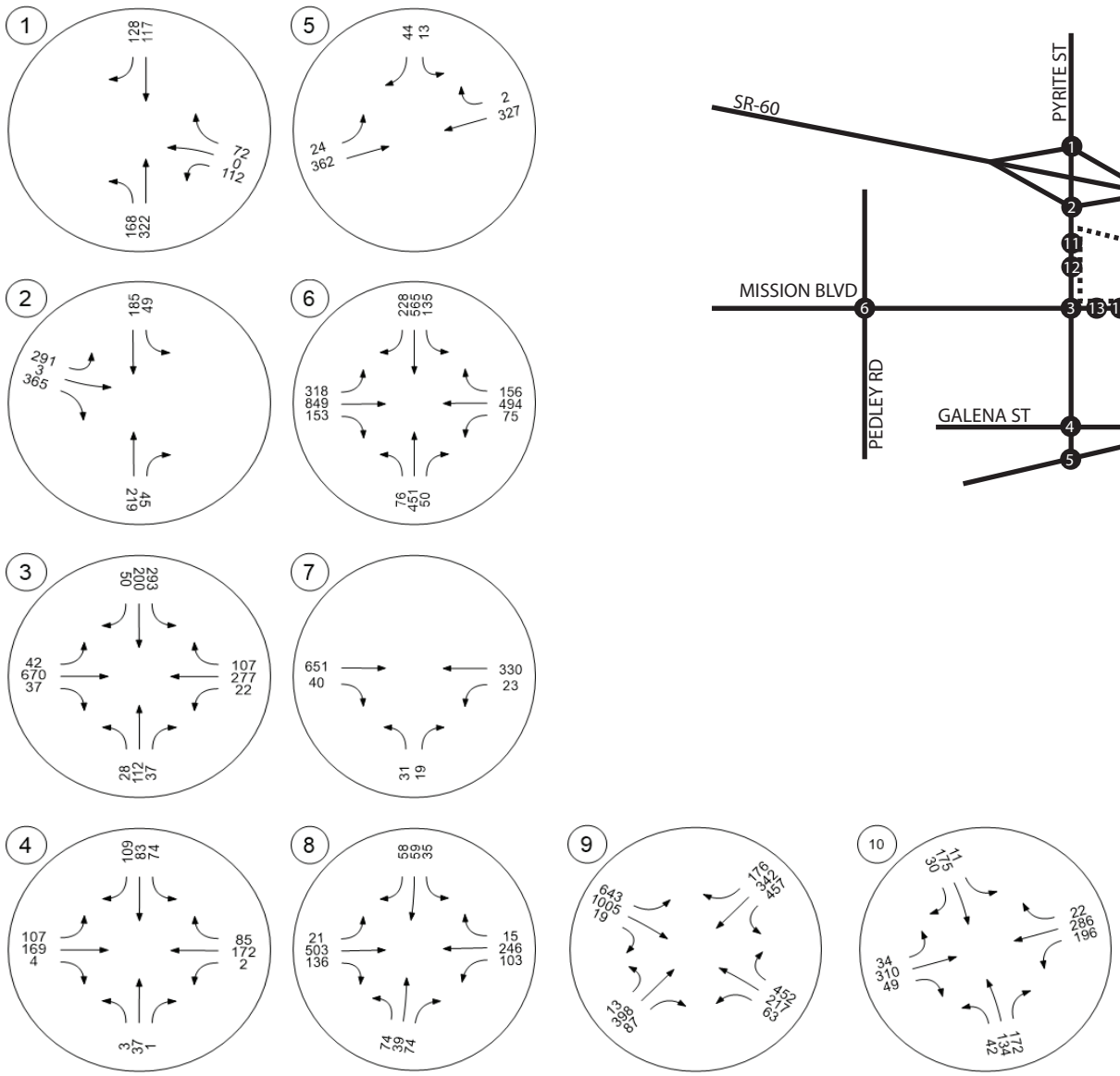
XX	AM/PM Peak Hour Volumes
- - - - -	Project Site

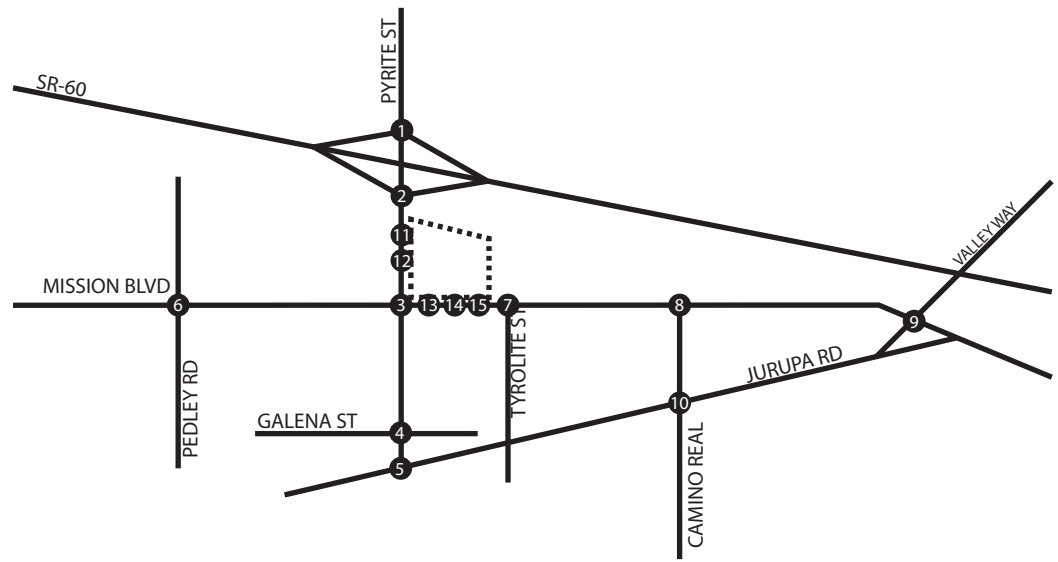
TJW ENGINEERING, INC.

Exhibit 8: OYNP Conditions AM Peak Hour Volumes

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale





Legend:

XX	AM/PM Peak Hour Volumes
- - - - -	Project Site

TJW ENGINEERING, INC.

Exhibit 8: OYNP Conditions PM Peak Hour Volumes

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

6.3 OYNP INTERSECTION LEVEL OF SERVICE ANALYSIS

OYNP conditions AM and PM peak hour intersection analysis is shown in ***Table 12.*** Calculations are based on the existing geometrics at the study area intersections as shown in ***Exhibit 3.*** HCM analysis sheets are provided in ***Appendix C***.

Table 12: *Intersection Analysis – OYNP Conditions*

Intersection			Control Type	Peak Hour	OYNP Conditions	
					Delay[1]	LOS
1	Pyrite St	SR-60 WB Ramps	TWSC	AM	**118.3**	**F**
				PM	29.1	D
2	Pyrite St	SR-60 EB Ramps	TWSC	AM	14.8	B
				PM	21.0	C
3	Pyrite St	Mission Blvd	Signal	AM	34.3	C
				PM	35.6	D
4	Pyrite St	Galena St	AWSC	AM	14.3	B
				PM	12.4	B
5	Pyrite St	Jurupa Rd	TWSC	AM	12.4	B
				PM	12.1	B
6	Pedley Rd	Mission Blvd	Signal	AM	33.4	C
				PM	41.1	D
7	Tyolite St	Mission Blvd	TWSC	AM	24.2	C
				PM	16.7	C
8	Camino Real	Mission Blvd	Signal	AM	27.4	C
				PM	21.0	C
9	Valley Way	Mission Blvd	Signal	AM	32.4	C
				PM	42.1	D
10	Camino Real	Jurupa Rd	Signal	AM	39.4	D
				PM	49.9	D
11	Pyrite St	Driveway 1	TWSC	AM	--	--
				PM	--	--
12	Pyrite St	Driveway 2	Signa	AM	--	--
				PM	--	--
13	Driveway 1	Mission Blvd	TWSC	AM	--	--
				PM	--	--
14	Driveway 2	Mission Blvd	Signal	AM	--	--
				PM	--	--
15	Driveway 3	Mission Blvd	TWSC	AM	--	--
				PM	--	--

Note: TWSC = Two-Way Stop-Control, OWSC = One-Way Stop-Control; Delay shown in seconds per vehicle.
1 = Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one or two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in ***Table 12,*** the study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for *OYNP* conditions with the exception of the following intersections:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM Peak Hour)

6.4 OYNP CONDITIONS ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS

Table 13 summarizes existing conditions roadway segment analysis based on the LOS capacities referenced in the *City of Jurupa Valley 2017 General Plan Mobility Element*.

Table 13:
Roadway Segment Analysis – OYNP Conditions

Roadway Segment	Cross Section	LOS D Capacity[1]	OYNP		
			ADT	V/C	LOS
Pyrite St b/w SR-60 Ramps and Mission Blvd	2D	11,700	8,387	0.72	≤ C
Pyrite St b/w Mission Blvd and Jurupa Rd	2D	11,700	5,183	0.44	≤ C
Mission Blvd b/w Pyrite St and Camino Real	4D	23,300	12,482	0.39	≤ C

1: Capacity based on County of Riverside Link Volume Capacities, March 2001
Note: 4D = four-lane divided roadway. V/C = volume to capacity ratio.

As shown in ***Table 13,*** the study roadway segments are currently operating at an acceptable LOS.

7.0 PROJECT OPENING YEAR (2021) WITH PROJECT CONDITIONS (OYWP)

Project opening year with project (OYWP) conditions analysis is intended to identify the project-related cumulative deficiencies on both the existing and planned near-term circulation system.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the *project opening year with project* scenario are consistent with those previously shown in ***Exhibit 3***, with the exception of project driveways and other facilities assumed to be constructed by the proposed project to provide site access. Improvements include:

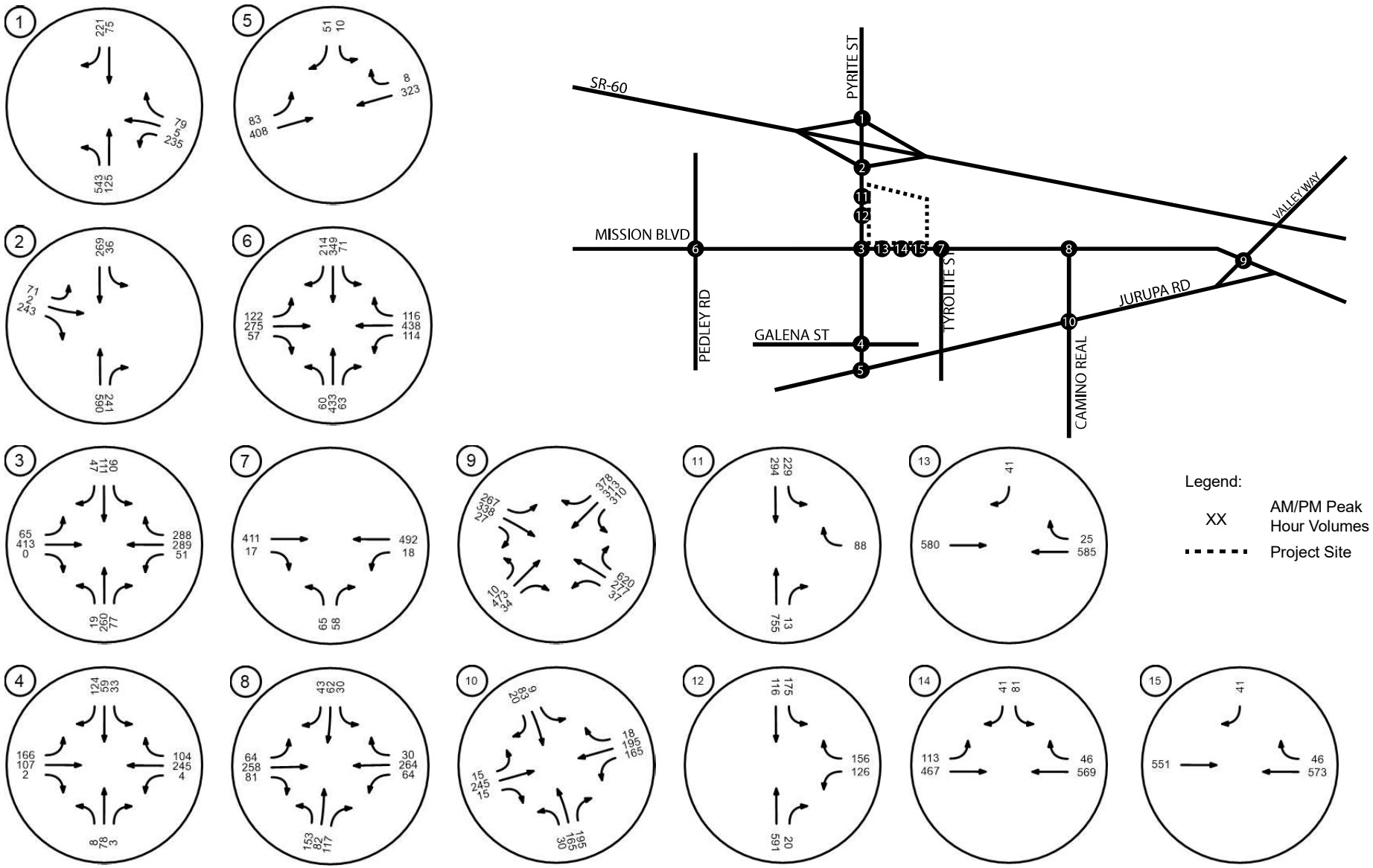
- Signalization of driveway along Pyrite St
- Signalization of driveway along Mission Blvd

7.2 OYWP TRAFFIC VOLUMES

OYWP volumes include background traffic plus cumulative project volume plus project volume. Since the proposed project is expected to be built and generating trips in 2021, *OYWP* volumes include a growth rate of 2% per year for one year, applied to existing volumes. This growth rate was determined in coordination with City staff per an approved scoping agreement (see ***Appendix A****).*

OYWP Volumes = (Existing (2020) Counts * 1.02^1) + Cumulative Project Volume + Project Volume

Exhibit 9 shows *OYWP* AM and PM peak hour volumes at the study intersections.

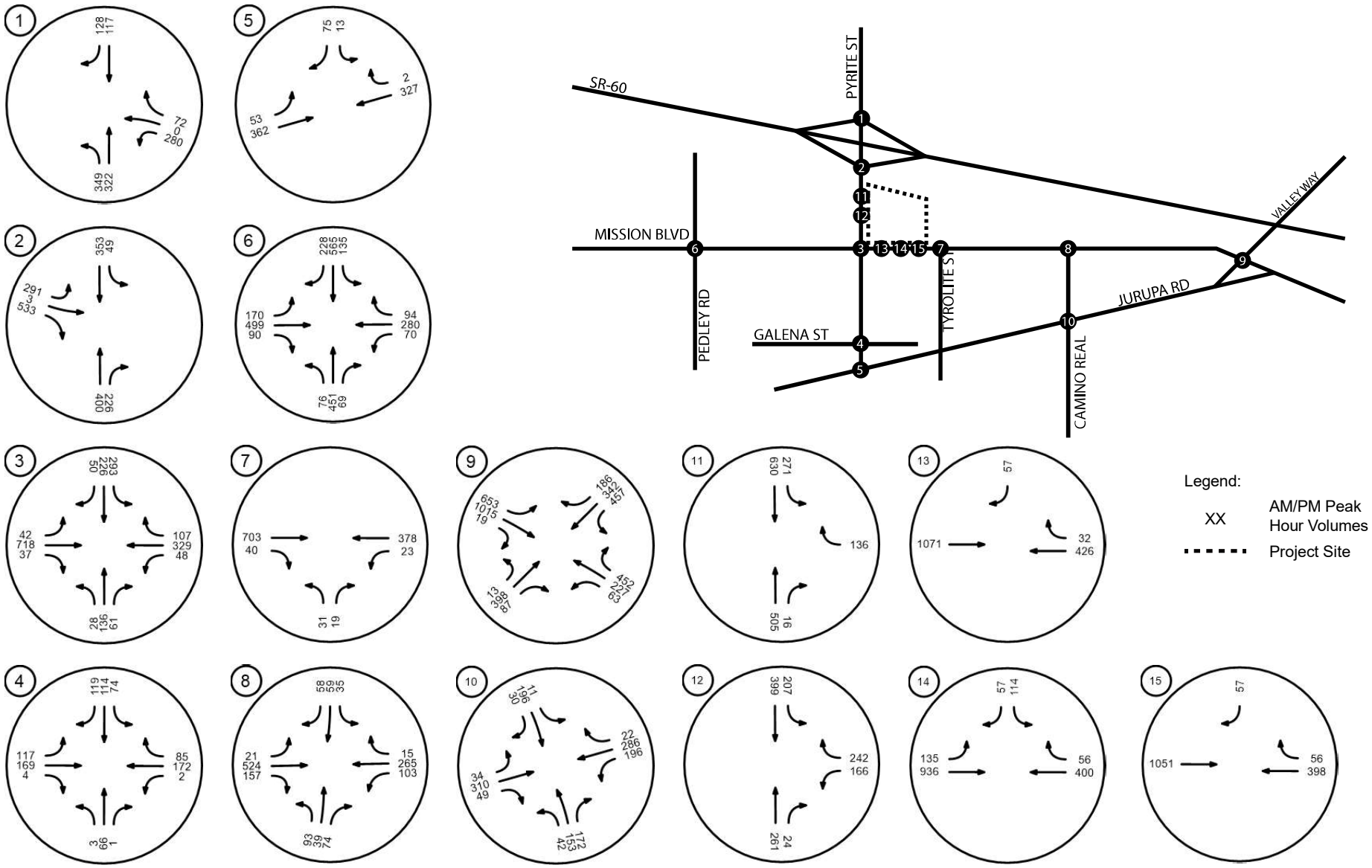


TJW ENGINEERING, INC.

Exhibit 9: OYWP Conditions AM Peak Hour Volumes

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale



TJW ENGINEERING, INC.

Exhibit 9: OYWP Conditions PM Peak Hour Volumes

PDI-19-001 Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

7.3 OYWP CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

OYWP conditions AM and PM peak hour intersection analysis is shown in ***Table 14.*** HCM analysis sheets are provided in ***Appendix C***.

Table 14: *Intersection Analysis – OYWP Conditions*

Intersection			Control Type	Peak Hour	OYNP Conditions		OYWP Conditions		Change	Deficient?
					Delay[1]	LOS	Delay[1]	LOS		
1	Pyrite St	SR-60 WB Ramps	TWSC	AM	**118.3**	**F**	**1474.5**	**F**	**1356.2**	**Y**
				PM	29.1	D	**863.4**	**F**	**834.3**	**Y**
2	Pyrite St	SR-60 EB Ramps	TWSC	AM	14.8	B	19.7	C	5.0	N
				PM	21.0	C	**118.2**	**F**	**97.1**	**Y**
3	Pyrite St	Mission Blvd	Signal	AM	34.3	C	35.6	D	1.3	N
				PM	35.6	D	39.4	D	3.8	N
4	Pyrite St	Galena St	AWSC	AM	14.3	B	16.0	C	1.7	N
				PM	12.4	B	13.7	B	1.4	N
5	Pyrite St	Jurupa Rd	TWSC	AM	12.4	B	12.3	B	-0.1	N
				PM	12.1	B	12.3	B	0.2	N
6	Pedley Rd	Mission Blvd	Signal	AM	33.4	C	33.7	C	0.3	N
				PM	41.1	D	41.1	D	0.0	N
7	Tyolite St	Mission Blvd	TWSC	AM	24.2	C	28.8	D	4.7	N
				PM	16.7	C	18.1	C	1.5	N
8	Camino Real	Mission Blvd	Signal	AM	27.4	C	27.0	C	-0.4	N
				PM	21.0	C	20.9	C	-0.2	N
9	Valley Way	Mission Blvd	Signal	AM	32.4	C	32.6	C	0.2	N
				PM	42.1	D	42.8	D	0.7	N
10	Camino Real	Jurupa Rd	Signal	AM	39.4	D	39.6	D	0.2	N
				PM	49.9	D	53.3	D	3.4	N
11	Pyrite St	Driveway 1	TWSC	AM	--	--	17.4	C	--	
				PM	--	--	14.0	B	--	
12	Pyrite St	Driveway 2	Signal	AM	--	--	25.3	C	--	
				PM	--	--	24.6	C	--	
13	Driveway 3	Mission Blvd	TWSC	AM	--	--	10.7	B	--	
				PM	--	--	10.1	B	--	
14	Driveway 4	Mission Blvd	Signal	AM	--	--	12.6	B	--	
				PM	--	--	12.8	B	--	
15	Driveway 5	Mission Blvd	TWSC	AM	--	--	10.7	B	--	
				PM	--	--	10.1	B	--	

Note: AWSC = All- Way Stop-Control, OWSC = One-Way Stop Control, Delay shown in seconds per vehicle.
1 = Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in ***Table 14***, the study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for O*YWP* conditions with the exception of the following intersection:

- #1 – Pyrite St/SR-60 WB Ramps (LOS F AM and PM Peak Hours)
- #2 – Pyrite St/SR-60 EB Ramps (LOS F PM Peak Hour)

7.4 OYWP CONDITIONS ROADWAY SEGMENT LEVEL OF SERVICE

Table 15 summarizes existing conditions roadway segment analysis based on the LOS capacities referenced in the *City of Jurupa Valley 2017 General Plan Mobility Element*.

Table 15:
Roadway Segment Analysis – OYWP Conditions

Roadway Segment	Cross Section	LOS D Capacity[1]	EP			
			ADT	Project Volume	V/C	LOS
Pyrite St b/w SR-60 Ramps and Mission Blvd	2D	11,700	17,647	9,260	1.51	≥ E
Pyrite St b/w Mission Blvd and Jurupa Rd	2D	11,700	6,505	1,323	0.56	≤ C
Mission Blvd b/w Pyrite St and Camino Real	4D	23,300	14,221	1,984	0.44	≤ C

1: Capacity based on County of Riverside Link Volume Capacities, March 2001
Note: 4D = four-lane divided roadway. V/C = volume to capacity ratio.

As shown in ***Table 15,*** the roadway segments are projected to continue to operate at an acceptable LOS for *EP* conditions with the exception of the following roadway segment:

- #1 – Pyrite St b/w SR-60 Ramps and Mission Blvd

7.5 OYWP RECOMMENDED IMPROVEMENTS

The following improvements are recommended for *OYWP* conditions.

OYWP Recommended Improvement (OYWP-1): Pyrite St/SR-60 WB Ramps - Signalize intersection. This improvement is consistent with the General Plan.

OYWP Recommended Improvement (OYWP-2): Pyrite St/SR-60 EB Ramps - Signalize intersection. This improvement is consistent with the General Plan.

OYWP Recommended Improvement (OYWP-3): Pyrite St b/w SR-60 Ramps and Mission Blvd - General plan identifies this roadway segment to be expanded to a 4-lane major roadway resulting in a higher LOS Capacity. With a 4-lane classification, under the OYWP scenario this roadway segment will operate at LOS C or better.

Table 16 shows *OYWP* level of service at the intersection with the recommended improvements.

Table 16: *Intersection Analysis – OYWP Conditions with Recommended Improvements*

Intersection			Control Type	Peak Hour	OYNP Conditions		OYWP Conditions		OYWP With Recommended Improvements	
					Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
1	Pyrite	SR-60 WB Ramp	Signal	AM	**118.3**	**F**	**1474.5**	**F**	20.5	C
				PM	29.1	D	**863.4**	**F**	16.6	B
2	Pyrite	SR-60 EB Ramp	Signal	AM	14.8	B	19.7	C	16.8	B
				PM	21.0	C	**118.2**	**F**	25.5	C

Note: AWSC = All- Way Stop-Control, TWSC = Two-Way Stop Control, OWSC = One-Way Stop Control, Delay shown in seconds per vehicle.
1 = Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in ***Table 16***, with the recommended improvements, the intersection is projected to operate at an acceptable/improved LOS for *OYWP* conditions.

7.6 QUEUING ANALYSIS

A queueing analysis was conducted for *OYWP* conditions to determine 95th percentile queues. ***Table 17*** shows 95th percentile queue length for movements into the project site. As shown, the storage lengths can adequately accommodate 95th percentile queues. Queue analysis sheets are in ***Appendix C.***

Table 17: *Queue Analysis – OYWP Conditions*

Intersection	Movement	Storage Length (ft)	95th Percentile Queue Length (ft)	
			AM Peak Hour	PM Peak Hour
#11 – Pyrite / Driveway #1	SBL	50	31	29
#12 – Pyrite / Driveway #2	SBL	225	195	222
#14 – Driveway #4 / Mission	EBL	160	132	155

8.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

This section summarizes the project's Vehicle Miles Traveled (VMT) and its impact to regional levels as required for CEQA compliance.

8.1 PROJECT VMT IMPACTS

As outlined in section 2, a VMT analysis was conducted to determine the proposed project's regional impact to citywide VMT. VMT was calculated using WRCOG's RIVTAM model for base year 2012 and future year 2040. Per the City's Traffic Impact Guidelines, the analysis year (2020) used for determination of CEQA impacts is the year in which the Notice of Preparation was published. The VMT results for analysis year 2020 are shown below in ***Table 18***.

Table 18:
Citywide VMT

2020 VMT Without Project	3,479,404
2020 VMT With Project	3,492,437

Sources: WRCOG RIVTAM

As shown above, the project increases the City's overall VMT by less than 1 percent (0.37%) over baseline VMT. Based on the City's threshold, the project will increase the City's VMT and therefore will result in an impact.

Multi-modal transportation options can assist in reducing the project's VMT and overall impact to the City's VMT. The proposed project will provide on-site features such as bicycle parking. Additionally, the adjacent area includes an existing Class II bicycle facility along Pyrite Street between Mission Boulevard and Galena Street; class II and class III bicycle facilities are also proposed along the frontage of the proposed project along Pyrite Street and Mission Boulevard.[2] The on-site bicycle features will assist in providing bicycle connectivity and will complement the proposed bicycle facilities.

Taking into consideration the existing and proposed multi-modal bicycle features, both at the on-site project level and adjacent roadways, it is recommended a Statement of Overriding Considerations be submitted.

8.2 CUMULATIVE VMT IMPACTS

Outlined in the City's VMT criteria threshold, the proposed project is consistent with the RTP/SCS and is therefore considered to have a less than significant impact for cumulative VMT impacts.

[2] City of Jurupa Valley Circulation Plan for Bicyclist and Pedestrians (June 2018)

9.0 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements throughout the County of Riverside are funded through a combination of direct project mitigation, fair share contributions or development impact fee programs such as the City's adoption of the Transportation Uniform Mitigation Fee (TUMF) program and the City of Jurupa Valley Development Impact Fee (DIF) program. It is anticipated that the proposed project will be subject to the TUMF and City's DIF. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

The project's contribution to the aforementioned transportation/development impact fee programs or as a fair share contribution towards a cumulatively deficient facility not found to be covered by a pre-existing fee program should be considered sufficient to address the project's fair share towards mitigation measure(s) designed to alleviate the cumulative deficiencies. Discussion of the relevant pre-existing transportation impact fee programs is provided in the section of this report.

The City Engineer will ultimately determine the improvements required at off-site intersections.

9.1 TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

The TUMF program is administered by the Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study completed in early 2002 and updated in 2005, 2009, 2015 and 2017 to address major changes in right of way acquisition and improvement cost factors. The TUMF program identifies network backbone and local roadways that are needed to accommodate growth through 2035. The regional program was put into place to ensure that developments pay their fair share and that funding is in place for the construction of facilities needed to maintain an acceptable level of service for the transportation system. The TUMF is a regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

The proposed project will participate in the cost of off-site improvements through payment of TUMF fees based on the current fees at the time of construction of the proposed project.

9.2 CITY OF JURUPA VALLEY DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The proposed project is located within the City of Jurupa Valley and will therefore be subject to the City's Development Impact Fees (DIF) and a fair share contribution to project deficiencies.

The proposed project will participate in the cost of off-site improvements through payment of City DIF fees based on the current fees at the time of construction of the proposed project.

9.3 FAIR SHARE CALCULATIONS

The proposed project could participate in the cost of off-site improvements through payment of City DIF fees based on the current fees at the time of construction of the proposed project. The project's contribution to the aforementioned transportation impact fee programs or as a fair share contribution towards a cumulatively deficient facility not found to be covered by a pre-existing fee program should be considered

sufficient to address the project's fair share towards mitigation measure(s) designed to alleviate cumulative project deficiencies. ***Table 19*** calculates the proposed project's fair share percentage at deficient intersections.

Table 19:
Fair Share Calculations

Intersection	Existing AM&PM Peak Hour Volume (A)	OYWP AM&PM Peak Hour Volume (B)	Project AM&PM Peak Hour Volume (C)	Fair Share (C) / (B-A)
#1 – Pyrite St/SR-60 WB Ramps	1,905	2,551	610	94.43%
#2 – Pyrite St/SR-60 EB Ramps	2,047	3,307	1,220	96.83%

It should be note, the proposed project will generate approximately $1,776,000 in Transportation Uniform Mitigation Fee (TUMF) and $735,000 in Developer Impact Fees (DIF). As conditioned by the City, it will cost approximately $1,500,000 to enclose the regional storm drain. The development will provide sales tax funds to the City and jobs to the community; in addition, the proposed project will bring much needed health services to the area.

Appendices

APPENDIX A

SCOPING AGREEMENT

Exhibit B
SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the City of Jurupa Valley requirements for traffic impact analysis of the following project. The analysis must follow the standards adopted by the City and listed in the Riverside County Transportation Department's document *Traffic Study Guidelines* dated April 2008, and requirements identified by the City of Jurupa Valley Engineering Department.

Case No. MA20035

Related Cases – *(List all that apply; e.g., SP, PP, SDP, EIR, GPA, EIR, etc., Include City MA #.)*

Project Name: The Shops at Jurupa Valley
Project Address: North East Corner of Mission Blvd and Pyrite St
Project Description: Retail Shopping Center and Hotel

	Consultant	Developer
Name:	TJW Engineering	Panorama Properties, Inc.
Address:	6 Venture, Suite 225	2005 Winston Court
	Irvine, CA 92618	Upland, CA 91784
Telephone:	949-536-8450	909-931-3363
Fax:		Wes@panoramadev.com
Email:		

A. Trip Generation Source: (ITE 9th Edition or other)

Current GP Land Use General Commercial
Current Zoning

Proposed Land Use Commercial
Proposed Zoning

	Current Trip Generation			*Proposed Trip Generation*		
Period	*In*	*Out*	*Total*	*In*	*Out*	*Total*
AM Trips				414	331	745
PM Trips				479	518	996
Daily Trips						13,228

Internal Trip Allowance ☐ Yes ☒ No 0 % Trip Discount

Pass-By Trip Allowance ☒ Yes ☐ No 0 % Trip Discount (See attached)

A pass-by trip discount may be allowed for appropriate land uses. Justification for trip discounts must be provided. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution: N _____% S _____% E _____% W _____%
(Attach exhibit for detailed assignment) *(See attached)*

C. Background Traffic:

Project Build-out Year: _____ Annual Ambient Growth Rate: _____2%
Phase Year(s) Single Phase
(Provide realistic opening year, considering time needed for approvals and construction.)

Other area projects or issues to be analyzed: Cumulative Projects to be provided by City

Model/Forecast methodology: _____

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

1. Pyrite & SR-60 WB Ramps
2. Pyrite & SR-60 EB Ramps
3. Pyrite St & Mission Blvd
4. Pyrite St & Jurupa Rd
5. Pedley Rd & Mission Blvd
6. Tyrolite St & Mission Blvd
7. Camino Real & Mission Blvd
8. Valley View & Mission Blvd
9. Camino Real & Jurupa Rd
10. Pyrite St & Galena St

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

1. Pyrite St b/w Jurupa Rd and SR-60 EB Ramps
2. Mission Blvd b/w Pyrite St and Camino Real
3.
4.
6.
7.
8.
9.
10.

E. Other Jurisdictional Impacts:

☐ Yes ☒ No

Is this project within another City's Sphere of Influence or one-mile radius of another City's boundaries?

If so, name of City Jurisdiction: _____

F. Site Plan (please attach reduced copy)

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

Analysis Scenarios include: Existing (E), Existing plus Project (EP), Opening Year (2021) plus Ambient plus Cumulative without Project (EAC), and Opening Year (2021) plus Ambient plus Cumulative plus Project (EACP)

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

H. Existing Conditions

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

Date of counts_____Traffic Count Data will be based on historical data modified with a reasonable growth factor reviewed and approved by the City Engineer_____

***NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Fees are collected through the Planning Department as part of the planning application fees. Contact the Planning Department for a schedule of fees. City staff will not process the Scoping Agreement prior to receipt of the applicable fees.**

Proposed by:		**Approved Scoping Agreement:**	
David Chew	6/15/20		6/26/2020
Consultant's Representative	Date	City of Jurupa Valley	Date

Scoping Agreement Submitted on 6/15/20

Revised on _____

SITE DATA

ZONING

APN	171-020-001, 171-020-025
PROPOSED USE	COMMERCIAL DEVELOPMENT
ZONING	GENERAL COMMERCIAL/SCENIC HIGHWAY COMMERCIAL

SITE AREA

GROSS SITE AREA	± 1,384,680 SF OR 32 AC

BUILDING SUMMARY

BUILDING 1 (FITNESS)	± 40,000 SF
BUILDING 2 (RETAIL)	± 12,000 SF
BUILDING 3 (RESTAURANT & RETAIL)	± 3,600 SF
BUILDING 4 (DRIVE-THRU)	± 3,500 SF
BUILDING 5 (REST./RETAIL/DRIVE-THRU)	± 4,000 SF
BUILDING 6 (C-STORE W/GAS STATION)	± 3,500 SF
BUILDING 7 (REST./RETAIL/DRIVE-THRU)	± 6,000 SF
BUILDING 8 (DRIVE-THRU)	± 3,500 SF
BUILDING 9 (REST./RETAIL/DRIVE-THRU)	± 6,500 SF
BUILDING 10 (REST./RETAIL/DRIVE-THRU)	± 9,800 SF
BUILDING 11 (RESTAURANT/RETAIL)	± 6,500 SF
BUILDING 12 (CAR WASH)	± 4,800 SF
BUILDING 13 (RETAIL)	± 6,000 SF
BUILDING 14 (ANCHOR RETAIL)	± 23,000 SF
BUILDING 15 (RETAIL)	± 5,400 SF
BUILDING 16 (RETAIL)	± 10,000 SF
BUILDING 17 (RESTAURANT & RETAIL)	± 6,000 SF
BUILDING 18 (RESTAURANT & RETAIL)	± 5,000 SF
BUILDING 19 (RESTAURANT & RETAIL)	± 5,000 SF
BUILDING 20 (OFFICE)	± 26,000 SF
BUILDING 21 (OFFICE)	± 20,000 SF
BUILDING 22 (60-ROOM HOTEL-GROUND)	± 26,000 SF
TOTAL FLOOR AREA:	± 236,100 SF
F.A.R 0.17	

PARKING SUMMARY

BUILDING 1 (5.5/1,000)	220.00 STALLS
BUILDING 2 (5.5/1,000)	66.00 STALLS
BUILDING 3 (5.5/1,000)	20.00 STALLS
BUILDING 4 (5.5/1,000)	19.00 STALLS
BUILDING 5 (5.5/1,000)	22.00 STALLS
BUILDING 6 (1/200)	17.50 STALLS
BUILDING 7 (5.5/1,000)	33.00 STALLS
BUILDING 8 (5.5/1,000)	19.25 STALLS
BUILDING 9 (5.5/1,000)	35.75 STALLS
BUILDING 10 (5.5/1,000)	53.90 STALLS
BUILDING 11 (5.5/1,000)	33.00 STALLS
BUILDING 12 (2 spaces/stall)	23.00 STALLS
BUILDING 13 (5.5/1,000)	33.00 STALLS
BUILDING 14 (5.5/1,000)	126.50 STALLS
BUILDING 15 (5.5/1,000)	29.70 STALLS
BUILDING 16 (5.5/1,000)	55.00 STALLS
BUILDING 17 (5.5/1,000)	33.00 STALLS
BUILDING 18 (5.5/1,000)	27.50 STALLS
BUILDING 19 (5.5/1,000)	27.50 STALLS
BUILDING 20 (5.5/1,000)	143.00 STALLS
BUILDING 21 (5.5/1,000)	110.00 STALLS
BUILDING 22 (60-ROOM HOTEL)	65.00 STALLS
TOTAL PARKING REQUIRED:	1,213 STALLS
PARKING PROVIDED:	
STANDARD STALL: (9'X18', 11'X18')	1,269 STALLS
ADA ACCESSIBLE: (9'X18')	71 STALLS
TOTALPARKING PROVIDED:	1,341 STALLS
TOTAL PARKING RATIO: (SHOPPING CENTER ONLY NOT INCLUDING HOTEL)	5.68 /1,000 SF

ELECTRICAL VEHICLE SPACES (EV):

FUTURE EV CHARGING STATIONS:	80 STALLS
VAN ACCESSIBLE, ADA & AMBULATORY: 7 STALLS	
STANDARD EV STALLS 73 STALLS	
ELECTRIC VEHICLES	27 STALLS
TOTAL ELECTRIC VEHICLES REQUIRED: (8% OF PARKING SPACES SHALL BE CLEAN AIR VEHICLES)	107 STALLS
TOTAL ELECTRIC VEHICLE SPACES PROVIDED:	110 STALLS

SHORT TERM BICYCLE PARKING:

REQUIRED: 1/25 STALLS (EMPLOYEES),
1/33 STALLS (PATRONS/VISITORS),

PROVIDED: 129 BICYCLES (43 RACKS x 3 BIKES EACH)

LONG TERM BICYCLE STORAGE:

PROVIDED: 18 BICYCLES (9 DOUBLE BIKE LOCKERS)

NOTE:
PRIOR TO ISSUANCE OF ANY BUILDING PERMIT, THE PROPERTY OWNER SHALL RECORD A RECIPROCAL NON-EXCLUSIVE EASEMENT FOR VEHICULAR AND OTHER RIGHTS OF INGRESS ANG EGRESS OVER THE PARKING AREAS AND DRIVEWAYS TO ALLOW ACCESS FROM PUBLIC STREETS BETWEEN PARCELS. (SEE PROPOSED TENTATIVE PARCEL MAPS)

PROPOSED SITE PLAN

SCALE: 1" = 50'-0"

GRAPHIC SCALE

50 0 25 50 100 150

1 inch = 50 feet

PRELIMINARY SITE PLAN SUBJECT TO CHANGE

PANORAMA DEVELOPMENT

2005 WINSTON COURT, UPLAND, CALIFORNIA 91784

THE SHOPS AT JURUPA VALLEY

NEC MISSION BOULEVARD & PYRITE STREET
JURUPA VALLEY, CALIFORNIA

McKently Malak ARCHITECTS
35 Hugus Alley, Suite 200
Pasadena, California 91103-3648
TEL 626.583.8348 FAX 626.583.8387

OVERALL SITE PLAN

05.08.2020 19235MMA

SP-08

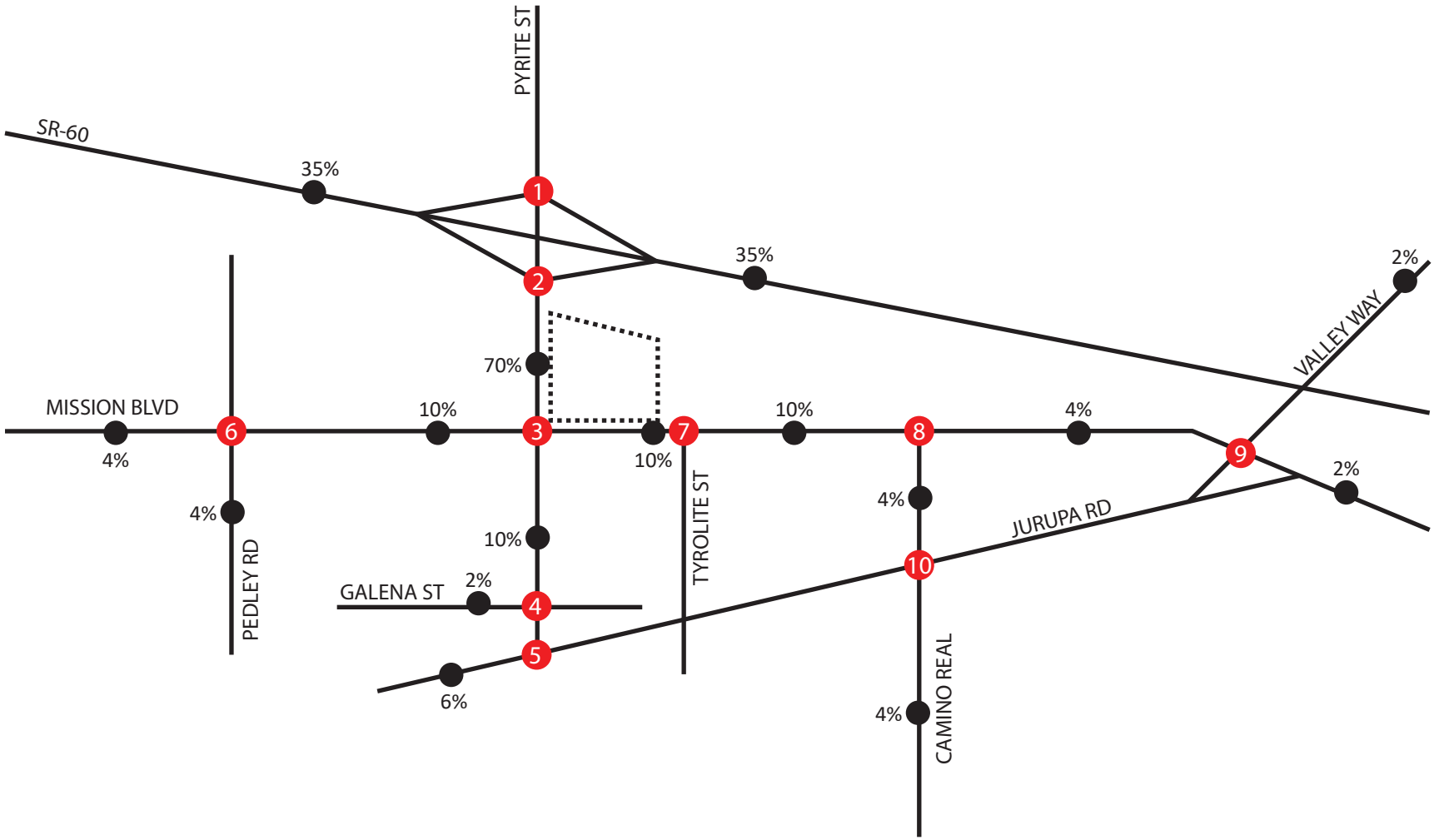
Revise square footage to match proposed

Proposed Land Use[1]	Qty	Unit[3]	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour					Pass-By % Reduction		
			Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume					
							In	Out	Total			In	Out	Total	AM	PM	Daily
Convenience Market/Gas Station (945)	12.00	VFP	205.36	2,464	12.47	50:50	75	75	150	13.99	50:50	84	84	168	62%	56%	50%
Single-Tunnel Automated Car Wash[2]	1.00	Tunnel	1,858	1,858	124.00	50:50	62	62	124	190.00	50:50	95	95	190	20%	20%	20%
Shopping Center (820)	151.30	TSF	37.75	5,712	0.94	62:38	89	54	143	3.81	48:52	277	300	577	10%	34%	10%
Drive-Thru Restaurant (934)	18.40	TSF	470.95	8,665	40.19	51:49	377	363	740	32.67	52:48	313	289	602	49%	50%	49%
General Office (710)	46.00	TSF	9.74	448	1.16	86:14	46	8	54	1.15	16:84	8	45	53			
General Hotel (310)	60.00	RM	8.36	502	0.47	59:41	17	12	29	0.60	51:49	18	18	36			
Sub Total				19,649			667	573	1240			796	830	1626			
Pass-By Trips				-6,421			-253	-242	-495			-317	-313	-629			
Net Total				**13,228**			**414**	**331**	**745**			**479**	**518**	**996**			

1: Rates from ITE Trip Generation (10th Edition, 2017) unless otherwise noted

2: Actual counts from various Fast5Xpress car wash locations

3: TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions



XX% Percent Trip Distribution

Project Site

Study Intersection Location

TJW ENGINEERING, INC.

Exhibit 1:
Projected Trip Distribution of Proposed Project

PDI-19-001 JThe Shops at Jurupa Valley Traffic Impact Analysis

Not to Scale

APPENDIX B

BASELINE TRAFFIC COUNTS (EXISTING YEAR)

Tuesday, January 12, 2016 Location: Jurupa Valley PROJECT: JN5285

#N/A

Suhsduhg#e | #D1p WG#vhd#:47#86#;;;

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	0		12					12:00	58		59				
0:15	3		14					12:15	43		50				
0:30	0		10					12:30	29		45				
0:45	2	5	11	47			52	12:45	52	182	52	206			388
1:00	0		8					13:00	52		58				
1:15	4		7					13:15	48		47				
1:30	0		5					13:30	39		46				
1:45	0	4	7	27			31	13:45	48	187	46	197			384
2:00	0		5					14:00	45		75				
2:15	2		2					14:15	67		93				
2:30	0		2					14:30	57		93				
2:45	0	2	2	11			13	14:45	46	215	117	378			593
3:00	2		6					15:00	63		91				
3:15	0		8					15:15	75		102				
3:30	3		4					15:30	70		105				
3:45	4	9	4	22			31	15:45	76	284	68	366			650
4:00	10		3					16:00	59		75				
4:15	17		12					16:15	66		98				
4:30	20		10					16:30	61		118				
4:45	13	60	19	44			104	16:45	57	243	119	410			653
5:00	12		12					17:00	56		119				
5:15	13		17					17:15	54		124				
5:30	21		16					17:30	51		115				
5:45	18	64	27	72			136	17:45	48	209	102	460			669
6:00	16		11					18:00	47		96				
6:15	17		24					18:15	50		93				
6:30	11		32					18:30	41		92				
6:45	14	58	68	135			193	18:45	32	170	66	347			517
7:00	25		40					19:00	27		76				
7:15	50		30					19:15	19		68				
7:30	77		55					19:30	19		53				
7:45	84	236	57	182			418	19:45	24	89	55	252			341
8:00	97		56					20:00	19		49				
8:15	93		54					20:15	16		60				
8:30	98		44					20:30	10		33				
8:45	91	379	33	187			566	20:45	16	61	28	170			231
9:00	115		36					21:00	16		35				
9:15	105		31					21:15	13		39				
9:30	95		29					21:30	6		33				
9:45	82	397	33	129			526	21:45	17	52	28	135			187
10:00	74		35					22:00	7		22				
10:15	63		23					22:15	11		19				
10:30	54		31					22:30	3		31				
10:45	48	239	26	115			354	22:45	8	29	25	97			126
11:00	42		40					23:00	5		22				
11:15	52		27					23:15	9		20				
11:30	49		38					23:30	8		18				
11:45	41	184	40	145			329	23:45	5	27	18	78			105
Total Vol.		1637		1116			**2753**			1748		3096			**4844**

Daily Totals

NB	SB	EB	WB	**Combined**
3385	4212			**7597**

	AM			**PM**		
Split %	59.5%	40.5%	**36.2%**	36.1%	63.9%	**63.8%**
Peak Hour	8:30	7:30	**7:45**	15:00	16:30	**16:30**
Volume	409	222	**583**	284	480	**708**
P.H.F.	0.89	0.97	**0.95**	0.93	0.97	**0.99**

Tuesday, January 12, 2016 Location: Jurupa Valley PROJECT: JN5285

#N/A Suhsduhg#e | #D1p WG#hnd#:47#:86#;;;

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
0:30			10		12			12:00			95		87		
0:15			11		9			12:15			78		74		
0:30			7		3			12:30			77		68		
0:45			8	36	3	27	63	12:45			70	320	55	284	604
1:00			7		0			13:00			75		69		
1:15			3		0			13:15			79		65		
1:30			2		4			13:30			92		78		
1:45			8	20	3	7	27	13:45			98	344	78	290	634
2:00			3		2			14:00			148		61		
2:15			0		5			14:15			180		146		
2:30			3		6			14:30			133		104		
2:45			2	8	4	17	25	14:45			139	600	90	401	1001
3:00			4		7			15:00			99		83		
3:15			5		11			15:15			149		88		
3:30			8		14			15:30			181		74		
3:45			3	20	18	50	70	15:45			139	568	92	337	905
4:00			4		21			16:00			122		56		
4:15			7		30			16:15			118		77		
4:30			10		52			16:30			153		76		
4:45			15	36	43	146	182	16:45			151	544	89	298	842
5:00			13		44			17:00			159		64		
5:15			11		46			17:15			172		84		
5:30			17		76			17:30			146		100		
5:45			28	69	67	233	302	17:45			148	625	71	319	944
6:00			21		61			18:00			134		55		
6:15			37		68			18:15			120		58		
6:30			84		68			18:30			98		40		
6:45			231	373	134	331	704	18:45			75	427	39	192	619
7:00			213		130			19:00			74		45		
7:15			62		85			19:15			75		51		
7:30			70		81			19:30			58		41		
7:45			67	412	100	396	808	19:45			67	274	49	186	460
8:00			71		74			20:00			57		30		
8:15			81		74			20:15			49		40		
8:30			111		116			20:30			48		27		
8:45			87	350	66	330	680	20:45			25	179	35	132	311
9:00			63		71			21:00			29		21		
9:15			51		69			21:15			41		25		
9:30			66		66			21:30			28		21		
9:45			49	229	73	279	508	21:45			30	128	27	94	222
10:00			62		59			22:00			27		11		
10:15			60		61			22:15			24		19		
10:30			74		51			22:30			23		13		
10:45			68	264	78	249	513	22:45			28	102	16	59	161
11:00			82		69			23:00			17		12		
11:15			68		83			23:15			8		24		
11:30			62		98			23:30			15		13		
11:45			62	274	90	340	614	23:45			8	48	9	58	106
Total Vol.				2091		2405	**4496**					4159		2650	**6809**

Daily Totals

NB	SB	EB	WB	**Combined**
		6250	5055	**11305**

			AM					**PM**		
Split %			46.5%	53.5%	**39.8%**			61.1%	38.9%	**60.2%**
Peak Hour	0:30	0:30	6:30	6:45	**6:30**			16:30	14:15	**14:00**
Volume			590	430	**1007**			635	423	**1001**
P.H.F.			0.64	0.80	**0.69**			0.92	0.72	**0.77**

pacific@aimtd.com Tell. 714 753 7888

Tuesday, January 12, 2016 Location: Jurupa Valley PROJECT: JN5285

#N/A

Suhsduhg#e | #D1p WG#whd#:47#86#;;;

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
0:00	2		9					12:00	72		37				
0:15	5		0					12:15	34		28				
0:30	3		0					12:30	20		26				
0:45	4	14	4	13			27	12:45	38	164	28	119			283
1:00	3		2					13:00	30		28				
1:15	0		2					13:15	36		25				
1:30	2		4					13:30	41		31				
1:45	0	5	2	10			15	13:45	31	138	25	109			247
2:00	2		0					14:00	35		33				
2:15	0		0					14:15	40		55				
2:30	0		2					14:30	44		55				
2:45	4	6	0	2			8	14:45	43	162	70	213			375
3:00	7		4					15:00	51		40				
3:15	3		3					15:15	43		62				
3:30	9		0					15:30	46		51				
3:45	7	26	3	10			36	15:45	44	184	37	190			374
4:00	16		4					16:00	47		42				
4:15	28		7					16:15	43		43				
4:30	24		0					16:30	57		44				
4:45	23	91	5	16			107	16:45	64	211	71	200			411
5:00	22		5					17:00	65		55				
5:15	24		5					17:15	47		70				
5:30	30		3					17:30	34		46				
5:45	31	107	12	25			132	17:45	31	177	48	219			396
6:00	17		9					18:00	45		52				
6:15	54		9					18:15	42		49				
6:30	39		7					18:30	34		35				
6:45	88	198	18	43			241	18:45	46	167	33	169			336
7:00	125		24					19:00	40		18				
7:15	55		16					19:15	35		31				
7:30	50		26					19:30	42		28				
7:45	48	278	22	88			366	19:45	30	147	21	98			245
8:00	75		43					20:00	26		32				
8:15	103		45					20:15	35		28				
8:30	103		35					20:30	24		15				
8:45	34	315	21	144			459	20:45	21	106	8	83			189
9:00	26		25					21:00	26		10				
9:15	25		17					21:15	35		14				
9:30	20		21					21:30	25		14				
9:45	26	97	18	81			178	21:45	23	109	13	51			160
10:00	27		24					22:00	17		9				
10:15	30		15					22:15	16		7				
10:30	19		14					22:30	26		13				
10:45	24	100	19	72			172	22:45	15	74	18	47			121
11:00	27		20					23:00	13		7				
11:15	30		27					23:15	15		10				
11:30	30		34					23:30	10		6				
11:45	42	129	27	108			237	23:45	8	46	7	30			76
Total Vol.		1366		612			**1978**			1685		1528			**3213**

Daily Totals

NB	SB	EB	WB	**Combined**
3051	2140			**5191**

	AM			**PM**		
Split %	69.1%	30.9%	**38.1%**	52.4%	47.6%	**61.9%**
Peak Hour	7:45	7:45	**7:45**	16:30	16:45	**16:30**
Volume	329	145	**474**	233	242	**473**
P.H.F.	0.80	0.81	**0.80**	0.97	0.85	**0.88**

City of Jurupa Valley
Department of Public – Engineering

Engineering and Traffic Survey

Street:	Pyrite Street	**Direction:**	North / South
From:	Jurupa Road	**To:**	Mission Boulevard

Part I – PREVAILING SPEEDS

Date of Survey:	4/5/2018	**Existing Speed Limit at Time of Survey:**	40 MPH
Time of Survey:	24-hour	**Average Survey Speed:**	38 MPH
Survey Volume:	4,884 vehicles	**85th Percentile Survey Speed:**	44 MPH
Pace Speed:	36-45 MPH	**Nearest 5mph Increment to 85% Speed:**	45 MPH
Percent of Vehicles in Pace:	53.6%		

Part II – SURVEY OF STREET CHARACTERISTICS

Length:	0.64 Miles	**Average Daily Traffic Volumes:**	4,884 vpd
Width:	Varies	**Type:**	Secondary
Area:	Urban	**Terrain:**	Flat
Sidewalk:	None	**Median:**	None
School Zone:	☒Yes ☐No	**Bicycle Facility:**	☒Yes ☐No
On-Street Parking:	Both Sides	**Adjacent Land Use**	Residential

Part III – COLLISION HISTORY

From:	1/1/2017	**To:**	12/31/2018
Total Collisions:	0		
Collision Rate:	0.0 *(per million vehicle miles)*		
Average Statewide Collision Rate for Similar Facilities:	1.18 *(per million vehicle miles)*		

(Source: Caltrans 2016 Collision Data on California State Highways)

Part IV – HIGHWAY AND ROADSIDE CONDITIONS NOT READILY APPARENT TO THE DRIVER

Roadway Design Speed Limitation:	☐Yes ☒No
Above Average Collision Rate:	☐Yes ☒No
Other Conditions Not Readily Apparent to Drivers:	☐Yes ☒No

Part V – RECOMMENDED SPEED LIMIT: 40 MPH

Comments / Conclusions: School zone, and high pedestrian activity area. Maintain 40 mph speed limit.
[See map or additional supporting data on following page(s)]

Prepared by: R.O. Checked by: T.J.

CERTIFICATION: I, Steve Loriso, do hereby certify that this Engineering and Traffic Survey within the City of Jurupa Valley was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer.

Steve R. Loriso, P.E.
Director of Public Works/City Engineer
Registered Civil Engineer No: 64701

Date:

CERTIFICATION: I do hereby certify that this is a true and correct copy of the original Engineering and Traffic Survey, which is kept on file in the City of Jurupa Valley – Department of Public Works.

Taher Jalai, P.E.; Transportation Manager

Date:

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

City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs AM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 1

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

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	43	56	18	0	19	37	109	35	0	144	0	0	0	0	237
07:15 AM	0	13	61	74	26	1	20	47	115	25	0	140	0	0	0	0	261
07:30 AM	0	22	57	79	19	0	19	38	98	26	0	124	0	0	0	0	241
07:45 AM	0	23	48	71	22	4	16	42	81	32	0	113	0	0	0	0	226
Total	0	71	209	280	85	5	74	164	403	118	0	521	0	0	0	0	965
08:00 AM	0	19	51	70	29	0	20	49	77	27	0	104	0	0	0	0	223
08:15 AM	0	17	41	58	17	1	16	34	73	23	0	96	0	0	0	0	188
08:30 AM	0	21	37	58	25	1	17	43	67	24	0	91	0	0	0	0	192
08:45 AM	0	11	23	34	9	0	22	31	39	31	0	70	0	0	0	0	135
Total	0	68	152	220	80	2	75	157	256	105	0	361	0	0	0	0	738
Grand Total	0	139	361	500	165	7	149	321	659	223	0	882	0	0	0	0	1703
Apprch %	0	27.8	72.2		51.4	2.2	46.4		74.7	25.3	0		0	0	0		
Total %	0	8.2	21.2	29.4	9.7	0.4	8.7	18.8	38.7	13.1	0	51.8	0	0	0	0	
Passenger Vehicles	0	108	319	427	154	4	99	257	643	188	0	831	0	0	0	0	1515
% Passenger Vehicles	0	77.7	88.4	85.4	93.3	57.1	66.4	80.1	97.6	84.3	0	94.2	0	0	0	0	89
Large 2 Axle Vehicles	0	16	19	35	9	0	16	25	12	17	0	29	0	0	0	0	89
% Large 2 Axle Vehicles	0	11.5	5.3	7	5.5	0	10.7	7.8	1.8	7.6	0	3.3	0	0	0	0	5.2
3 Axle Vehicles	0	1	7	8	1	1	1	3	2	8	0	10	0	0	0	0	21
% 3 Axle Vehicles	0	0.7	1.9	1.6	0.6	14.3	0.7	0.9	0.3	3.6	0	1.1	0	0	0	0	1.2
4+ Axle Trucks	0	14	16	30	1	2	33	36	2	10	0	12	0	0	0	0	78
% 4+ Axle Trucks	0	10.1	4.4	6	0.6	28.6	22.1	11.2	0.3	4.5	0	1.4	0	0	0	0	4.6

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	13	43	56	18	0	19	37	109	**35**	0	**144**	0	0	0	0	237
07:15 AM	0	13	**61**	74	**26**	1	**20**	**47**	**115**	25	0	140	0	0	0	0	**261**
07:30 AM	0	22	57	**79**	19	0	19	38	98	26	0	124	0	0	0	0	241
07:45 AM	0	**23**	48	71	22	**4**	16	42	81	32	0	113	0	0	0	0	226
Total Volume	0	71	209	280	85	5	74	164	403	118	0	521	0	0	0	0	965
% App. Total	0	25.4	74.6		51.8	3	45.1		77.4	22.6	0		0	0	0		
PHF	.000	.772	.857	.886	.817	.313	.925	.872	.876	.843	.000	.905	.000	.000	.000	.000	.924

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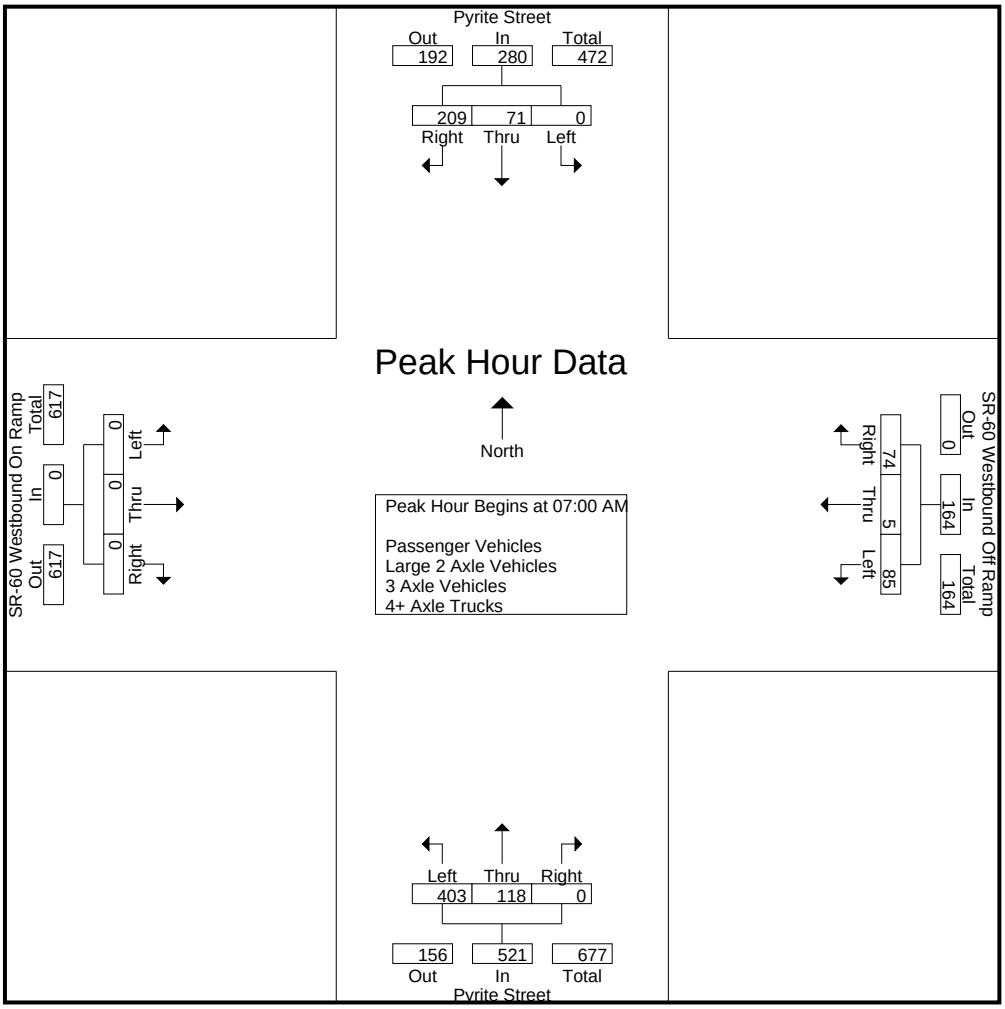
City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs AM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 2



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

	07:15 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	0	13	**61**	74	26	1	**20**	47	109	**35**	0	**144**	0	0	0	0
+15 mins.	0	22	57	**79**	19	0	19	38	**115**	25	0	140	0	0	0	0
+30 mins.	0	**23**	48	71	22	**4**	16	42	98	26	0	124	0	0	0	0
+45 mins.	0	19	51	70	**29**	0	20	**49**	81	32	0	113	0	0	0	0
Total Volume	0	77	217	294	96	5	75	176	403	118	0	521	0	0	0	0
% App. Total	0	26.2	73.8		54.5	2.8	42.6		77.4	22.6	0		0	0	0	
PHF	.000	.837	.889	.930	.828	.313	.938	.898	.876	.843	.000	.905	.000	.000	.000	.000

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City of Jurupa Valley
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E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs AM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 1

Groups Printed- Passenger Vehicles

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	10	41	51	15	0	16	31	107	33	0	140	0	0	0	0	222
07:15 AM	0	12	56	68	24	1	16	41	112	21	0	133	0	0	0	0	242
07:30 AM	0	17	51	68	17	0	11	28	96	24	0	120	0	0	0	0	216
07:45 AM	0	19	46	65	22	2	11	35	79	28	0	107	0	0	0	0	207
Total	0	58	194	252	78	3	54	135	394	106	0	500	0	0	0	0	887
08:00 AM	0	13	48	61	28	0	10	38	73	21	0	94	0	0	0	0	193
08:15 AM	0	15	31	46	17	0	10	27	72	20	0	92	0	0	0	0	165
08:30 AM	0	16	29	45	24	1	11	36	67	18	0	85	0	0	0	0	166
08:45 AM	0	6	17	23	7	0	14	21	37	23	0	60	0	0	0	0	104
Total	0	50	125	175	76	1	45	122	249	82	0	331	0	0	0	0	628
Grand Total	0	108	319	427	154	4	99	257	643	188	0	831	0	0	0	0	1515
Apprch %	0	25.3	74.7		59.9	1.6	38.5		77.4	22.6	0		0	0	0		
Total %	0	7.1	21.1	28.2	10.2	0.3	6.5	17	42.4	12.4	0	54.9	0	0	0	0	

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	10	41	51	15	0	**16**	31	107	**33**	0	**140**	0	0	0	0	222
07:15 AM	0	12	**56**	**68**	**24**	1	16	**41**	**112**	21	0	133	0	0	0	0	**242**
07:30 AM	0	17	51	68	17	0	11	28	96	24	0	120	0	0	0	0	216
07:45 AM	0	**19**	46	65	22	**2**	11	35	79	28	0	107	0	0	0	0	207
Total Volume	0	58	194	252	78	3	54	135	394	106	0	500	0	0	0	0	887
% App. Total	0	23	77		57.8	2.2	40		78.8	21.2	0		0	0	0		
PHF	.000	.763	.866	.926	.813	.375	.844	.823	.879	.803	.000	.893	.000	.000	.000	.000	.916

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City of Jurupa Valley
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Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs AM
Site Code : 05118409
Start Date : 5/17/2018
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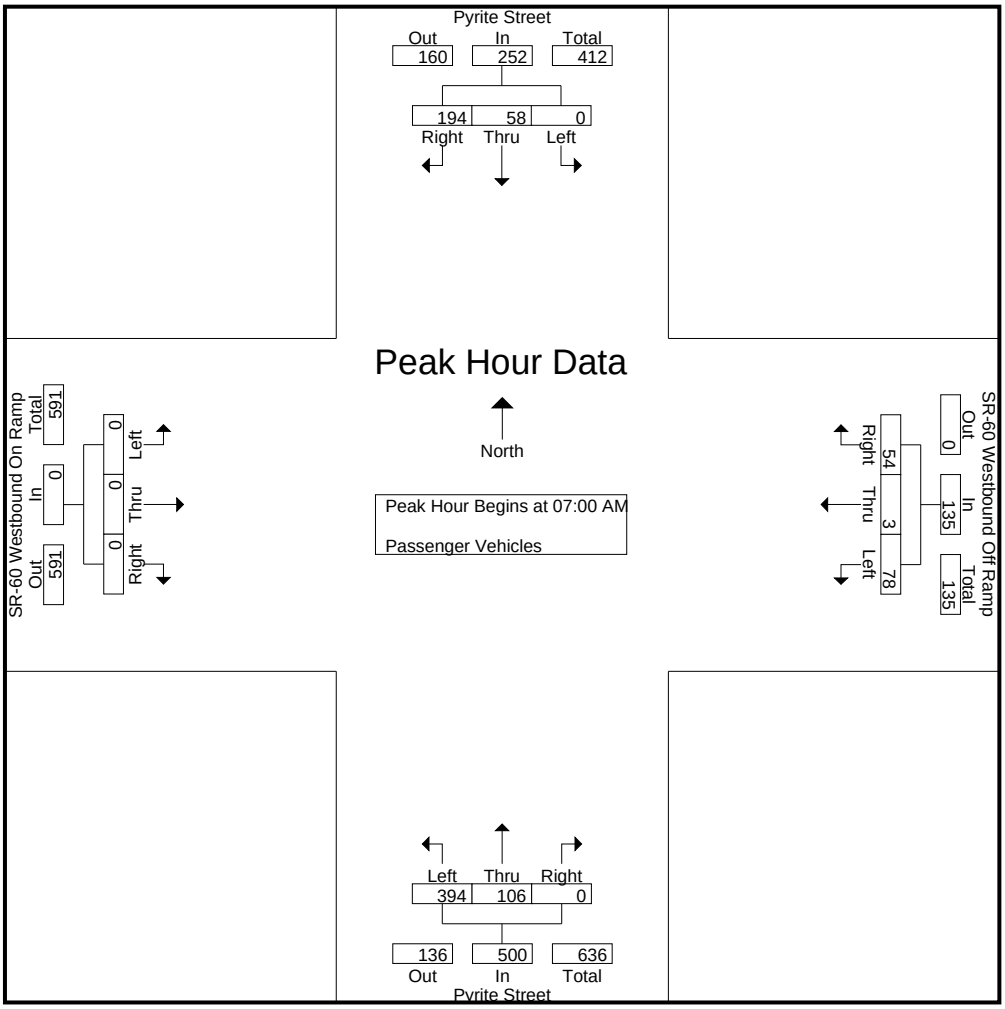

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	10	41	51	15	0	**16**	31	107	**33**	0	**140**	0	0	0	0
+15 mins.	0	12	**56**	**68**	**24**	1	16	**41**	**112**	21	0	133	0	0	0	0
+30 mins.	0	17	51	68	17	0	11	28	96	24	0	120	0	0	0	0
+45 mins.	0	**19**	46	65	22	**2**	11	35	79	28	0	107	0	0	0	0
Total Volume	0	58	194	252	78	3	54	135	394	106	0	500	0	0	0	0
% App. Total	0	23	77		57.8	2.2	40		78.8	21.2	0		0	0	0	
PHF	.000	.763	.866	.926	.813	.375	.844	.823	.879	.803	.000	.893	.000	.000	.000	.000

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs AM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	0	0	2	1	1	0	2	0	0	0	0	4
07:15 AM	0	1	4	5	2	0	2	4	3	3	0	6	0	0	0	0	15
07:30 AM	0	4	2	6	2	0	3	5	1	1	0	2	0	0	0	0	13
07:45 AM	0	2	1	3	0	0	2	2	2	1	0	3	0	0	0	0	8
Total	0	7	7	14	6	0	7	13	7	6	0	13	0	0	0	0	40
08:00 AM	0	5	2	7	1	0	4	5	2	5	0	7	0	0	0	0	19
08:15 AM	0	0	5	5	0	0	1	1	1	2	0	3	0	0	0	0	9
08:30 AM	0	3	4	7	0	0	2	2	0	2	0	2	0	0	0	0	11
08:45 AM	0	1	1	2	2	0	2	4	2	2	0	4	0	0	0	0	10
Total	0	9	12	21	3	0	9	12	5	11	0	16	0	0	0	0	49
Grand Total	0	16	19	35	9	0	16	25	12	17	0	29	0	0	0	0	89
Apprch %	0	45.7	54.3		36	0	64		41.4	58.6	0		0	0	0		
Total %	0	18	21.3	39.3	10.1	0	18	28.1	13.5	19.1	0	32.6	0	0	0	0	

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**2**	0	0	2	1	1	0	2	0	0	0	0	4
07:15 AM	0	1	**4**	5	2	0	2	4	**3**	**3**	0	**6**	0	0	0	0	**15**
07:30 AM	0	**4**	2	**6**	2	0	**3**	**5**	1	1	0	2	0	0	0	0	13
07:45 AM	0	2	1	3	0	0	2	2	2	1	0	3	0	0	0	0	8
Total Volume	0	7	7	14	6	0	7	13	7	6	0	13	0	0	0	0	40
% App. Total	0	50	50		46.2	0	53.8		53.8	46.2	0		0	0	0		
PHF	.000	.438	.438	.583	.750	.000	.583	.650	.583	.500	.000	.542	.000	.000	.000	.000	.667

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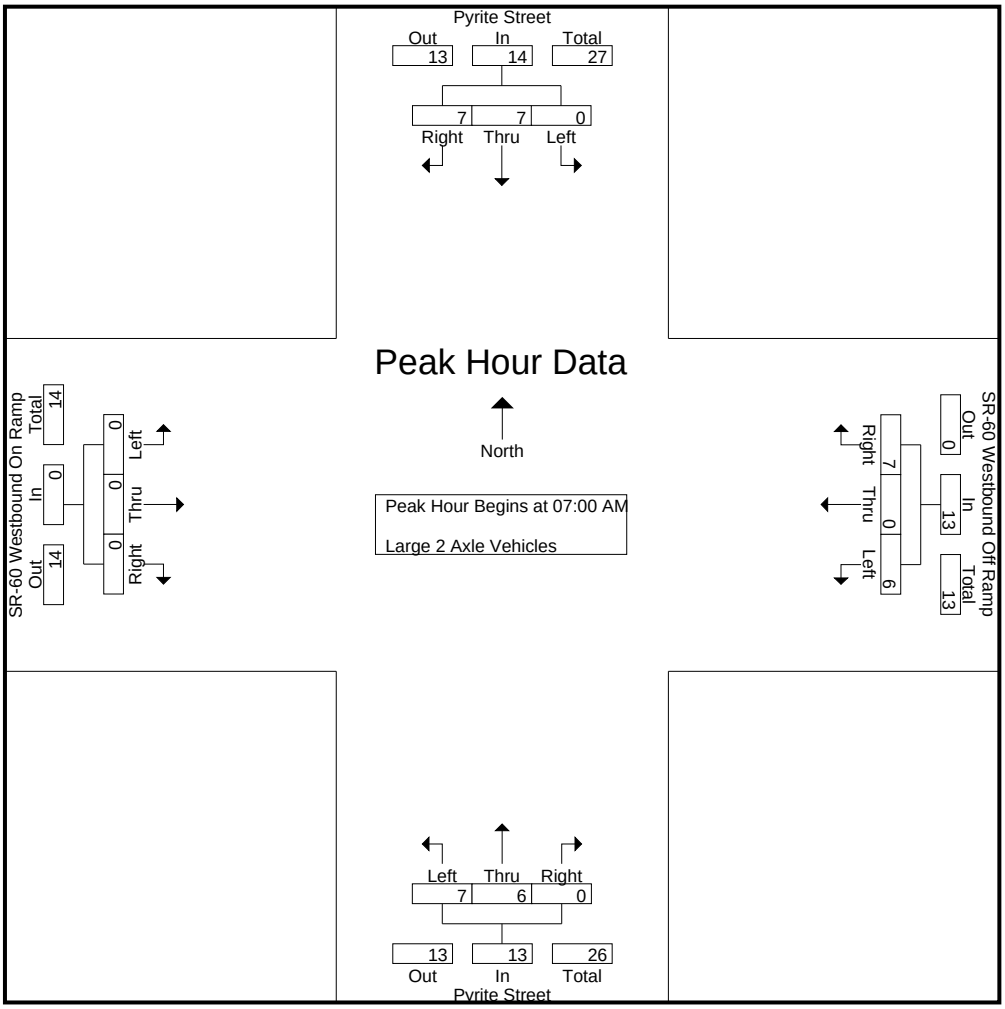
City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs AM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**2**	0	0	2	1	1	0	2	0	0	0	0
+15 mins.	0	1	**4**	5	2	0	2	4	**3**	**3**	0	**6**	0	0	0	0
+30 mins.	0	**4**	2	**6**	2	0	**3**	**5**	1	1	0	2	0	0	0	0
+45 mins.	0	2	1	3	0	0	2	2	2	1	0	3	0	0	0	0
Total Volume	0	7	7	14	6	0	7	13	7	6	0	13	0	0	0	0
% App. Total	0	50	50		46.2	0	53.8		53.8	46.2	0		0	0	0	
PHF	.000	.438	.438	.583	.750	.000	.583	.650	.583	.500	.000	.542	.000	.000	.000	.000

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs AM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	3
Total	0	0	3	3	0	1	1	2	2	1	0	3	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	1	0	0	1	0	3	0	3	0	0	0	0	4
08:45 AM	0	1	4	5	0	0	0	0	0	3	0	3	0	0	0	0	8
Total	0	1	4	5	1	0	0	1	0	7	0	7	0	0	0	0	13
Grand Total	0	1	7	8	1	1	1	3	2	8	0	10	0	0	0	0	21
Apprch %	0	12.5	87.5		33.3	33.3	33.3		20	80	0		0	0	0		
Total %	0	4.8	33.3	38.1	4.8	4.8	4.8	14.3	9.5	38.1	0	47.6	0	0	0	0	

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
07:30 AM	0	0	**2**	**2**	0	0	0	0	1	0	0	1	0	0	0	0	**3**
07:45 AM	0	0	1	1	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	3
Total Volume	0	0	3	3	0	1	1	2	2	1	0	3	0	0	0	0	8
% App. Total	0	0	100		0	50	50		66.7	33.3	0		0	0	0		
PHF	.000	.000	.375	.375	.000	.250	.250	.250	.500	.250	.000	.750	.000	.000	.000	.000	.667

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File Name : 03_JVY_Pyrite_60W Thurs AM
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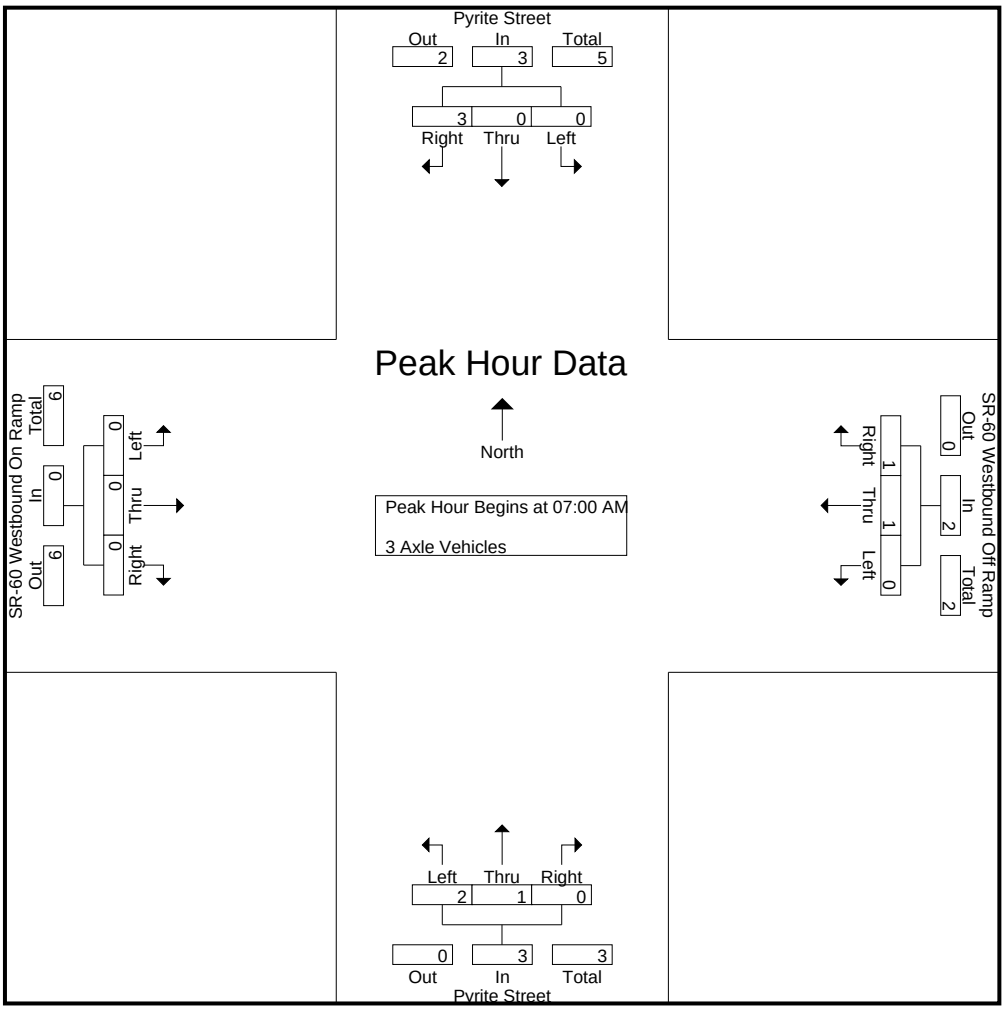

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0
+30 mins.	0	0	**2**	**2**	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	1	1	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	3	3	0	1	1	2	2	1	0	3	0	0	0	0
% App. Total	0	0	100		0	50	50		66.7	33.3	0		0	0	0	
PHF	.000	.000	.375	.375	.000	.250	.250	.250	.500	.250	.000	.750	.000	.000	.000	.000

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Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs AM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	2	5	1	0	3	4	0	1	0	1	0	0	0	0	10
07:15 AM	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	3
07:30 AM	0	1	2	3	0	0	5	5	0	1	0	1	0	0	0	0	9
07:45 AM	0	2	0	2	0	1	2	3	0	3	0	3	0	0	0	0	8
Total	0	6	5	11	1	1	12	14	0	5	0	5	0	0	0	0	30
08:00 AM	0	1	1	2	0	0	6	6	2	1	0	3	0	0	0	0	11
08:15 AM	0	2	5	7	0	1	5	6	0	0	0	0	0	0	0	0	13
08:30 AM	0	2	4	6	0	0	4	4	0	1	0	1	0	0	0	0	11
08:45 AM	0	3	1	4	0	0	6	6	0	3	0	3	0	0	0	0	13
Total	0	8	11	19	0	1	21	22	2	5	0	7	0	0	0	0	48
Grand Total	0	14	16	30	1	2	33	36	2	10	0	12	0	0	0	0	78
Apprch %	0	46.7	53.3		2.8	5.6	91.7		16.7	83.3	0		0	0	0		
Total %	0	17.9	20.5	38.5	1.3	2.6	42.3	46.2	2.6	12.8	0	15.4	0	0	0	0	

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**3**	**2**	**5**	**1**	0	3	4	0	1	0	1	0	0	0	0	**10**
07:15 AM	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	3
07:30 AM	0	1	2	3	0	0	**5**	**5**	0	1	0	1	0	0	0	0	9
07:45 AM	0	2	0	2	0	**1**	2	3	0	**3**	0	**3**	0	0	0	0	8
Total Volume	0	6	5	11	1	1	12	14	0	5	0	5	0	0	0	0	30
% App. Total	0	54.5	45.5		7.1	7.1	85.7		0	100	0		0	0	0		
PHF	.000	.500	.625	.550	.250	.250	.600	.700	.000	.417	.000	.417	.000	.000	.000	.000	.750

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Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs AM
Site Code : 05118409
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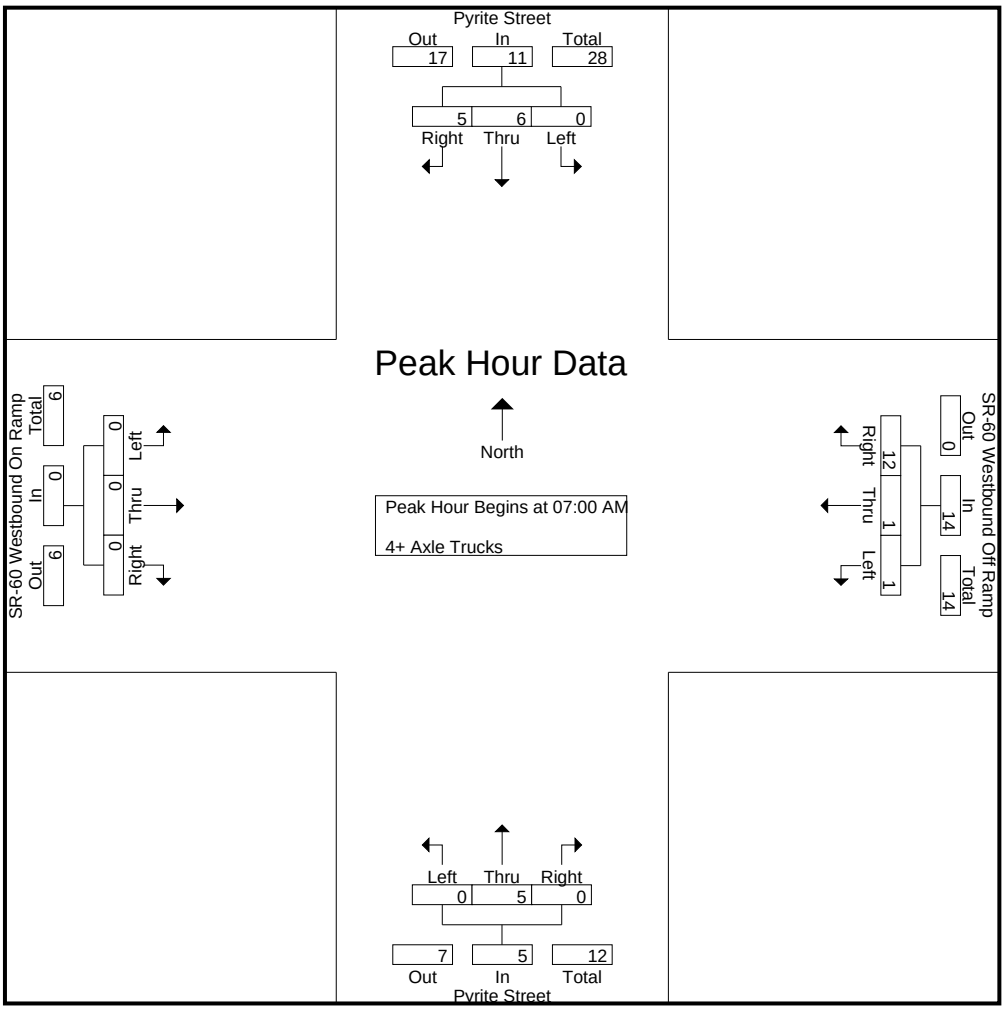

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**3**	**2**	**5**	**1**	0	3	4	0	1	0	1	0	0	0	0
+15 mins.	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0
+30 mins.	0	1	2	3	0	0	**5**	**5**	0	1	0	1	0	0	0	0
+45 mins.	0	2	0	2	0	**1**	2	3	0	**3**	0	**3**	0	0	0	0
Total Volume	0	6	5	11	1	1	12	14	0	5	0	5	0	0	0	0
% App. Total	0	54.5	45.5		7.1	7.1	85.7		0	100	0		0	0	0	
PHF	.000	.500	.625	.550	.250	.250	.600	.700	.000	.417	.000	.417	.000	.000	.000	.000

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File Name : 03_JVY_Pyrite_60W Thurs PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	37	37	74	22	0	18	40	34	89	0	123	0	0	0	0	237
04:15 PM	0	31	29	60	33	0	19	52	41	62	0	103	0	0	0	0	215
04:30 PM	0	22	27	49	26	0	13	39	47	70	0	117	0	0	0	0	205
04:45 PM	0	21	27	48	25	0	18	43	37	83	0	120	0	0	0	0	211
Total	0	111	120	231	106	0	68	174	159	304	0	463	0	0	0	0	868
05:00 PM	0	24	25	49	27	2	15	44	39	85	0	124	0	0	0	0	217
05:15 PM	0	24	24	48	23	1	7	31	42	78	0	120	0	0	0	0	199
05:30 PM	0	21	23	44	19	1	9	29	49	80	0	129	0	0	0	0	202
05:45 PM	0	27	25	52	35	0	15	50	52	53	0	105	0	0	0	0	207
Total	0	96	97	193	104	4	46	154	182	296	0	478	0	0	0	0	825
Grand Total	0	207	217	424	210	4	114	328	341	600	0	941	0	0	0	0	1693
Apprch %	0	48.8	51.2		64	1.2	34.8		36.2	63.8	0		0	0	0		
Total %	0	12.2	12.8	25	12.4	0.2	6.7	19.4	20.1	35.4	0	55.6	0	0	0	0	
Passenger Vehicles	0	190	198	388	206	3	88	297	336	570	0	906	0	0	0	0	1591
% Passenger Vehicles	0	91.8	91.2	91.5	98.1	75	77.2	90.5	98.5	95	0	96.3	0	0	0	0	94
Large 2 Axle Vehicles	0	12	12	24	2	1	8	11	4	20	0	24	0	0	0	0	59
% Large 2 Axle Vehicles	0	5.8	5.5	5.7	1	25	7	3.4	1.2	3.3	0	2.6	0	0	0	0	3.5
3 Axle Vehicles	0	0	0	0	1	0	2	3	0	4	0	4	0	0	0	0	7
% 3 Axle Vehicles	0	0	0	0	0.5	0	1.8	0.9	0	0.7	0	0.4	0	0	0	0	0.4
4+ Axle Trucks	0	5	7	12	1	0	16	17	1	6	0	7	0	0	0	0	36
% 4+ Axle Trucks	0	2.4	3.2	2.8	0.5	0	14	5.2	0.3	1	0	0.7	0	0	0	0	2.1

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**37**	**37**	**74**	22	0	18	40	34	**89**	0	**123**	0	0	0	0	**237**
04:15 PM	0	31	29	60	**33**	0	**19**	**52**	41	62	0	103	0	0	0	0	215
04:30 PM	0	22	27	49	26	0	13	39	**47**	70	0	117	0	0	0	0	205
04:45 PM	0	21	27	48	25	0	18	43	37	83	0	120	0	0	0	0	211
Total Volume	0	111	120	231	106	0	68	174	159	304	0	463	0	0	0	0	868
% App. Total	0	48.1	51.9		60.9	0	39.1		34.3	65.7	0		0	0	0		
PHF	.000	.750	.811	.780	.803	.000	.895	.837	.846	.854	.000	.941	.000	.000	.000	.000	.916

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File Name : 03_JVY_Pyrite_60W Thurs PM
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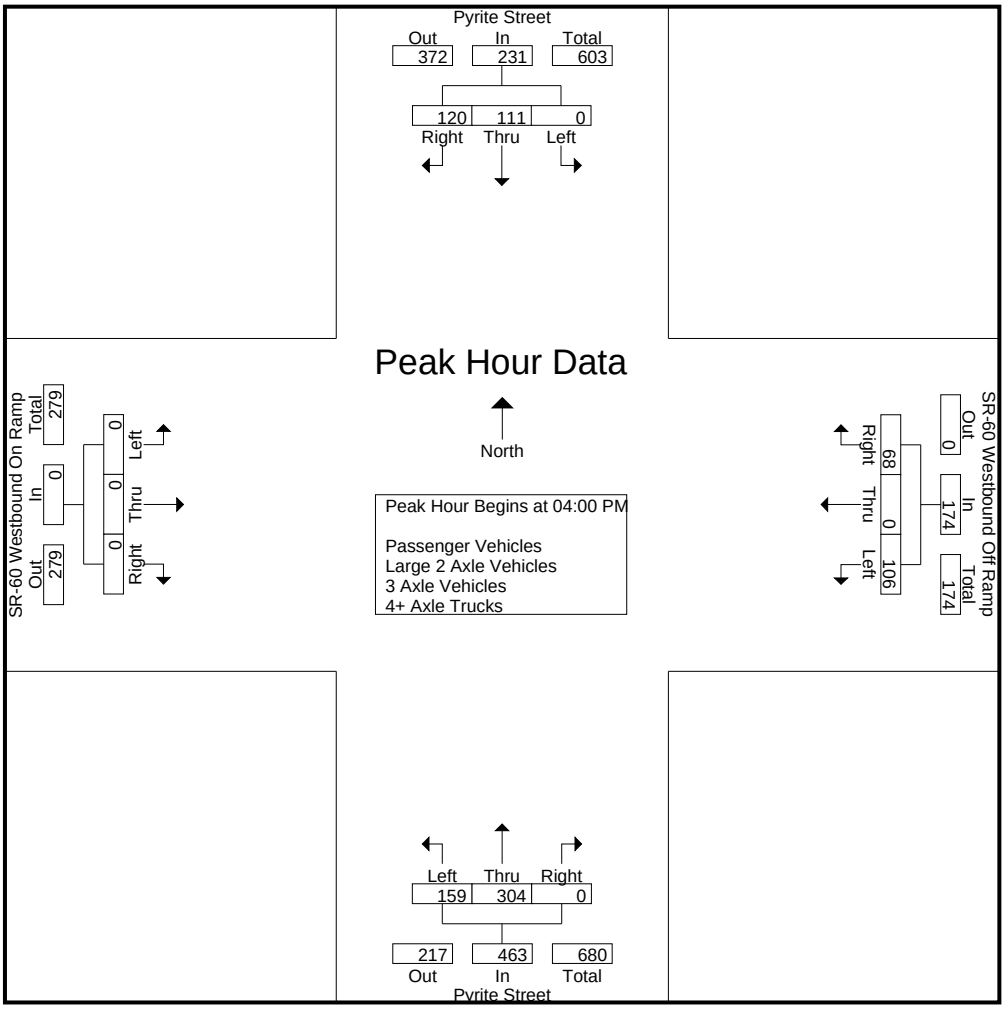

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	0	**37**	**37**	**74**	**33**	0	**19**	**52**	37	83	0	120	0	0	0	0
+15 mins.	0	31	29	60	26	0	13	39	39	**85**	0	124	0	0	0	0
+30 mins.	0	22	27	49	25	0	18	43	42	78	0	120	0	0	0	0
+45 mins.	0	21	27	48	27	**2**	15	44	**49**	80	0	**129**	0	0	0	0
Total Volume	0	111	120	231	111	2	65	178	167	326	0	493	0	0	0	0
% App. Total	0	48.1	51.9		62.4	1.1	36.5		33.9	66.1	0		0	0	0	
PHF	.000	.750	.811	.780	.841	.250	.855	.856	.852	.959	.000	.955	.000	.000	.000	.000

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File Name : 03_JVY_Pyrite_60W Thurs PM
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Groups Printed- Passenger Vehicles

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	32	34	66	22	0	17	39	34	86	0	120	0	0	0	0	225
04:15 PM	0	28	26	54	32	0	16	48	40	58	0	98	0	0	0	0	200
04:30 PM	0	20	24	44	25	0	11	36	47	69	0	116	0	0	0	0	196
04:45 PM	0	20	26	46	24	0	13	37	37	77	0	114	0	0	0	0	197
Total	0	100	110	210	103	0	57	160	158	290	0	448	0	0	0	0	818
05:00 PM	0	22	20	42	26	1	9	36	38	81	0	119	0	0	0	0	197
05:15 PM	0	20	23	43	23	1	6	30	42	73	0	115	0	0	0	0	188
05:30 PM	0	21	22	43	19	1	5	25	47	74	0	121	0	0	0	0	189
05:45 PM	0	27	23	50	35	0	11	46	51	52	0	103	0	0	0	0	199
Total	0	90	88	178	103	3	31	137	178	280	0	458	0	0	0	0	773
Grand Total	0	190	198	388	206	3	88	297	336	570	0	906	0	0	0	0	1591
Apprch %	0	49	51		69.4	1	29.6		37.1	62.9	0		0	0	0		
Total %	0	11.9	12.4	24.4	12.9	0.2	5.5	18.7	21.1	35.8	0	56.9	0	0	0	0	

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**32**	**34**	**66**	22	0	**17**	39	34	**86**	0	**120**	0	0	0	0	**225**
04:15 PM	0	28	26	54	**32**	0	16	**48**	40	58	0	98	0	0	0	0	200
04:30 PM	0	20	24	44	25	0	11	36	**47**	69	0	116	0	0	0	0	196
04:45 PM	0	20	26	46	24	0	13	37	37	77	0	114	0	0	0	0	197
Total Volume	0	100	110	210	103	0	57	160	158	290	0	448	0	0	0	0	818
% App. Total	0	47.6	52.4		64.4	0	35.6		35.3	64.7	0		0	0	0		
PHF	.000	.781	.809	.795	.805	.000	.838	.833	.840	.843	.000	.933	.000	.000	.000	.000	.909

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File Name : 03_JVY_Pyrite_60W Thurs PM
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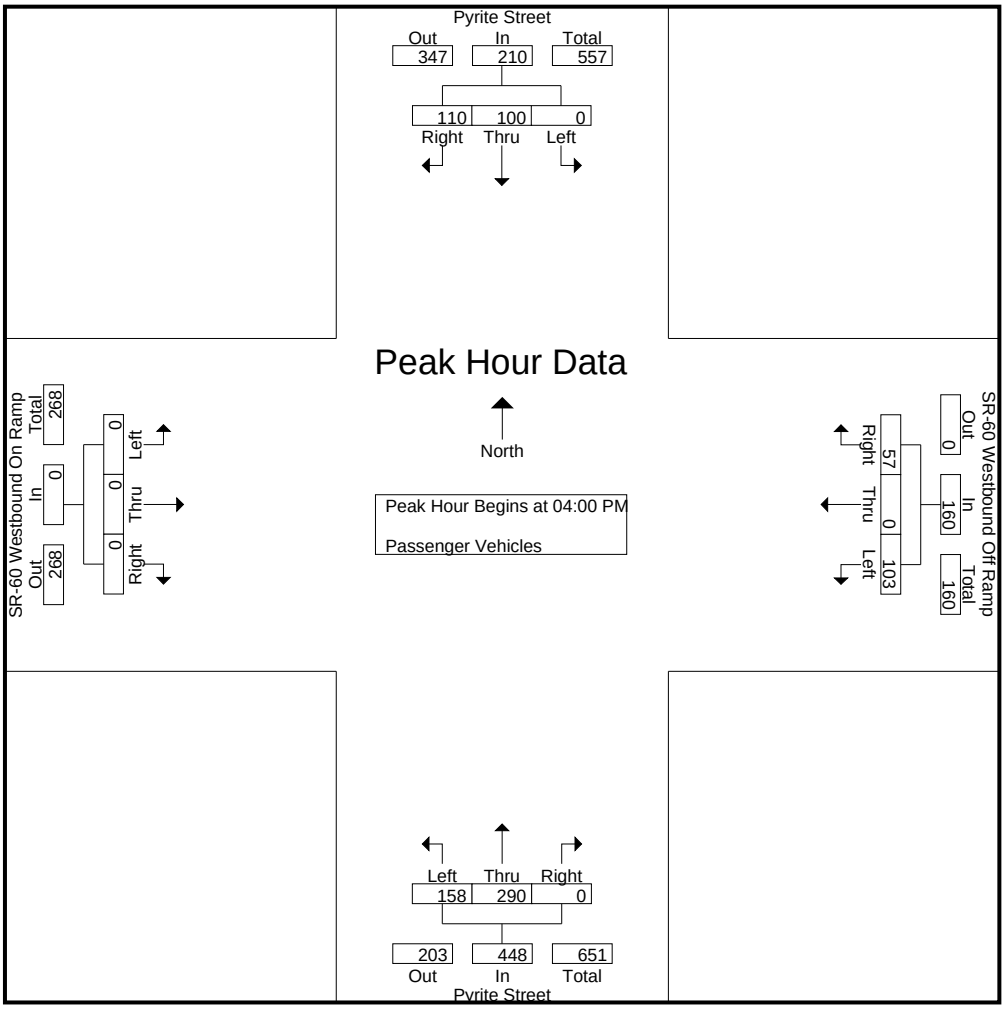

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**32**	**34**	**66**	22	0	**17**	39	34	**86**	0	**120**	0	0	0	0
+15 mins.	0	28	26	54	**32**	0	16	**48**	40	58	0	98	0	0	0	0
+30 mins.	0	20	24	44	25	0	11	36	**47**	69	0	116	0	0	0	0
+45 mins.	0	20	26	46	24	0	13	37	37	77	0	114	0	0	0	0
Total Volume	0	100	110	210	103	0	57	160	158	290	0	448	0	0	0	0
% App. Total	0	47.6	52.4		64.4	0	35.6		35.3	64.7	0		0	0	0	
PHF	.000	.781	.809	.795	.805	.000	.838	.833	.840	.843	.000	.933	.000	.000	.000	.000

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Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs PM
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Groups Printed- Large 2 Axle Vehicles

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	2	5	0	0	0	0	0	1	0	1	0	0	0	0	6
04:15 PM	0	3	2	5	1	0	1	2	0	4	0	4	0	0	0	0	11
04:30 PM	0	2	2	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:45 PM	0	1	1	2	1	0	2	3	0	3	0	3	0	0	0	0	8
Total	0	9	7	16	2	0	3	5	0	9	0	9	0	0	0	0	30
05:00 PM	0	1	3	4	0	1	2	3	1	2	0	3	0	0	0	0	10
05:15 PM	0	2	1	3	0	0	1	1	0	4	0	4	0	0	0	0	8
05:30 PM	0	0	1	1	0	0	2	2	2	5	0	7	0	0	0	0	10
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	3	5	8	0	1	5	6	4	11	0	15	0	0	0	0	29
Grand Total	0	12	12	24	2	1	8	11	4	20	0	24	0	0	0	0	59
Apprch %	0	50	50		18.2	9.1	72.7		16.7	83.3	0		0	0	0		
Total %	0	20.3	20.3	40.7	3.4	1.7	13.6	18.6	6.8	33.9	0	40.7	0	0	0	0	

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	**2**	**5**	0	0	0	0	0	1	0	1	0	0	0	0	6
04:15 PM	0	3	2	5	**1**	0	1	2	0	**4**	0	**4**	0	0	0	0	**11**
04:30 PM	0	2	2	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:45 PM	0	1	1	2	1	0	**2**	**3**	0	3	0	3	0	0	0	0	8
Total Volume	0	9	7	16	2	0	3	5	0	9	0	9	0	0	0	0	30
% App. Total	0	56.2	43.8		40	0	60		0	100	0		0	0	0		
PHF	.000	.750	.875	.800	.500	.000	.375	.417	.000	.563	.000	.563	.000	.000	.000	.000	.682

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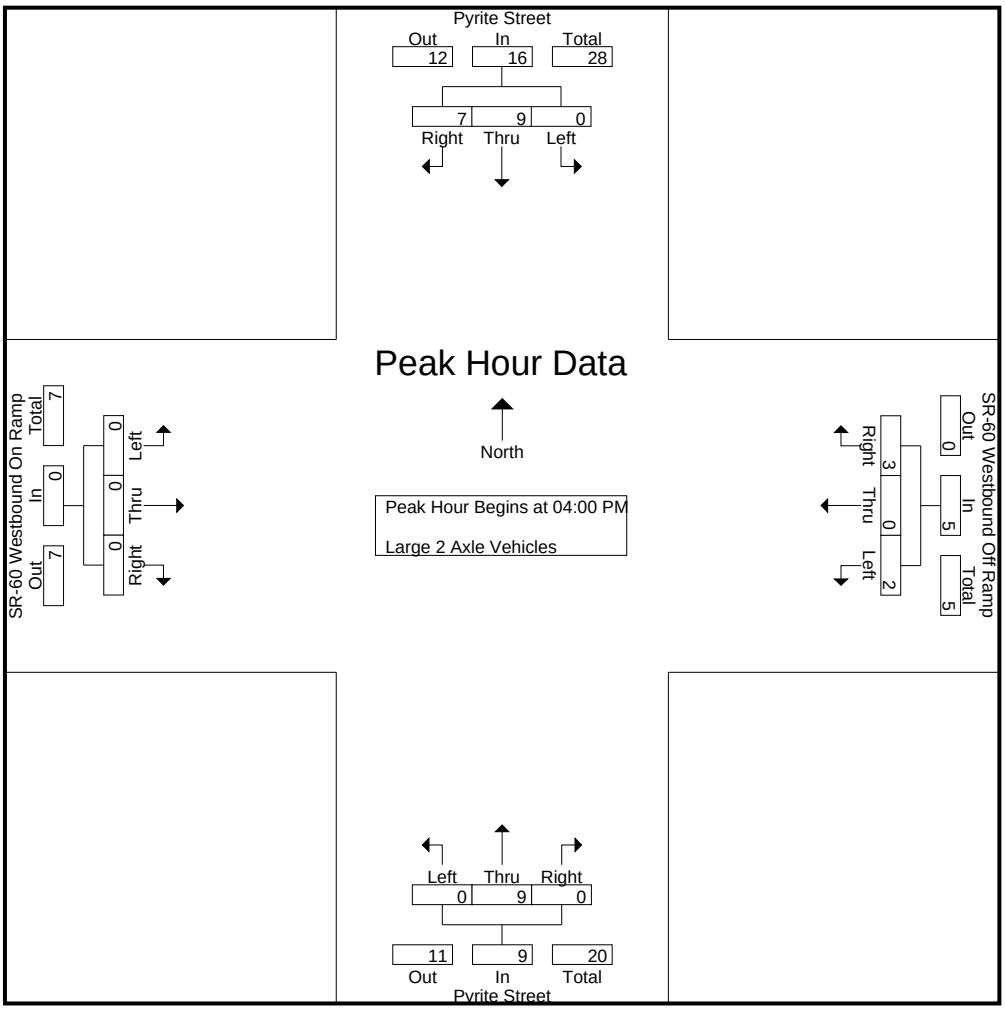

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**3**	**2**	**5**	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	3	2	5	**1**	0	1	2	0	**4**	0	**4**	0	0	0	0
+30 mins.	0	2	2	4	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	1	2	1	0	**2**	**3**	0	3	0	3	0	0	0	0
Total Volume	0	9	7	16	2	0	3	5	0	9	0	9	0	0	0	0
% App. Total	0	56.2	43.8		40	0	60		0	100	0		0	0	0	
PHF	.000	.750	.875	.800	.500	.000	.375	.417	.000	.563	.000	.563	.000	.000	.000	.000

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File Name : 03_JVY_Pyrite_60W Thurs PM
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Groups Printed- 3 Axle Vehicles

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	2	2	0	3	0	3	0	0	0	0	5
05:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Grand Total	0	0	0	0	1	0	2	3	0	4	0	4	0	0	0	0	7
Apprch %	0	0	0		33.3	0	66.7		0	100	0		0	0	0		
Total %	0	0	0	0	14.3	0	28.6	42.9	0	57.1	0	57.1	0	0	0	0	

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
Total Volume	0	0	0	0	0	0	2	2	0	3	0	3	0	0	0	0	5
% App. Total	0	0	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.375	.000	.375	.000	.000	.000	.000	.625

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
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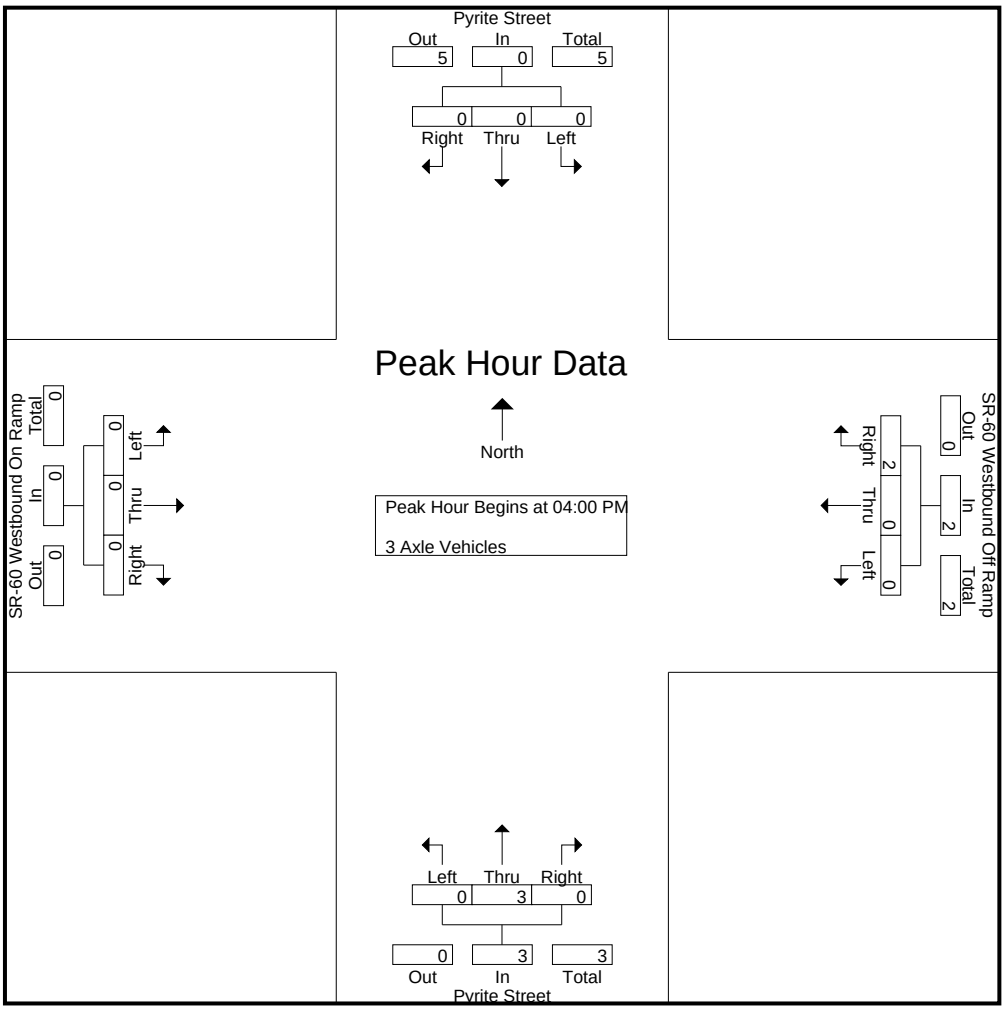

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	3	0	3	0	0	0	0
% App. Total	0	0	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.375	.000	.375	.000	.000	.000	.000

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E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 03_JVY_Pyrite_60W Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	0	0	1	1	0	1	0	1	0	0	0	0	5
04:15 PM	0	0	1	1	0	0	1	1	1	0	0	1	0	0	0	0	3
04:30 PM	0	0	1	1	1	0	1	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	3	3	0	1	0	1	0	0	0	0	4
Total	0	2	3	5	1	0	6	7	1	2	0	3	0	0	0	0	15
05:00 PM	0	1	2	3	0	0	4	4	0	1	0	1	0	0	0	0	8
05:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
05:45 PM	0	0	2	2	0	0	4	4	0	1	0	1	0	0	0	0	7
Total	0	3	4	7	0	0	10	10	0	4	0	4	0	0	0	0	21
Grand Total	0	5	7	12	1	0	16	17	1	6	0	7	0	0	0	0	36
Apprch %	0	41.7	58.3		5.9	0	94.1		14.3	85.7	0		0	0	0		
Total %	0	13.9	19.4	33.3	2.8	0	44.4	47.2	2.8	16.7	0	19.4	0	0	0	0	

	Pyrite Street Southbound				SR-60 Westbound Off Ramp Westbound				Pyrite Street Northbound				SR-60 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	**1**	**3**	0	0	1	1	0	**1**	0	**1**	0	0	0	0	**5**
04:15 PM	0	0	1	1	0	0	1	1	**1**	0	0	1	0	0	0	0	3
04:30 PM	0	0	1	1	**1**	0	1	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	**3**	**3**	0	1	0	1	0	0	0	0	4
Total Volume	0	2	3	5	1	0	6	7	1	2	0	3	0	0	0	0	15
% App. Total	0	40	60		14.3	0	85.7		33.3	66.7	0		0	0	0		
PHF	.000	.250	.750	.417	.250	.000	.500	.583	.250	.500	.000	.750	.000	.000	.000	.000	.750

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File Name : 03_JVY_Pyrite_60W Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
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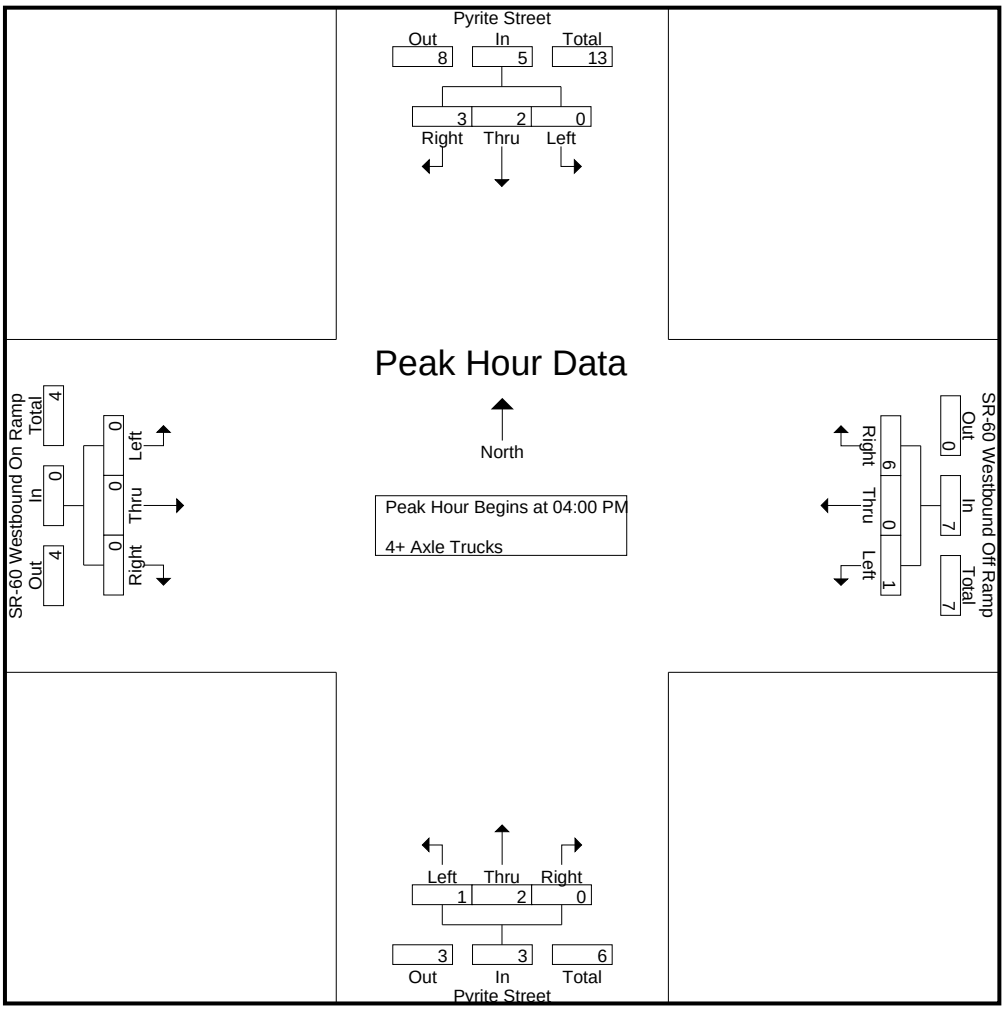

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	**1**	**3**	0	0	1	1	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	1	1	0	0	1	1	**1**	0	0	1	0	0	0	0
+30 mins.	0	0	1	1	**1**	0	1	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**3**	**3**	0	1	0	1	0	0	0	0
Total Volume	0	2	3	5	1	0	6	7	1	2	0	3	0	0	0	0
% App. Total	0	40	60		14.3	0	85.7		33.3	66.7	0		0	0	0	
PHF	.000	.250	.750	.417	.250	.000	.500	.583	.250	.500	.000	.750	.000	.000	.000	.000

Location: Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Westbound Ramps

Date: 5/17/2018
Day: Thursday

PEDESTRIANS

	North Leg Pyrite Street Pedestrians	East Leg SR-60 Westbound Ramps Pedestrians	South Leg Pyrite Street Pedestrians	West Leg SR-60 Westbound Ramps Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Pyrite Street Pedestrians	East Leg SR-60 Westbound Ramps Pedestrians	South Leg Pyrite Street Pedestrians	West Leg SR-60 Westbound Ramps Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

Location: Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Westbound Ramps

Date: 5/17/2018
Day: Thursday

BICYCLES

	Southbound Pyrite Street			Westbound SR-60 Westbound Ramps			Northbound Pyrite Street			Eastbound SR-60 Westbound Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

	Southbound Pyrite Street			Westbound SR-60 Westbound Ramps			Northbound Pyrite Street			Eastbound SR-60 Westbound Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs AM
Site Code : 05118409
Start Date : 5/17/2018
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	28	0	38	0	0	0	0	0	117	23	140	17	0	26	43	221
07:15 AM	5	25	0	30	0	0	0	0	0	132	41	173	16	0	19	35	238
07:30 AM	8	41	0	49	0	0	0	0	0	97	28	125	14	2	26	42	216
07:45 AM	11	23	0	34	0	0	0	0	0	101	26	127	20	0	21	41	202
Total	34	117	0	151	0	0	0	0	0	447	118	565	67	2	92	161	877
08:00 AM	13	37	0	50	0	0	0	0	0	89	28	117	16	0	26	42	209
08:15 AM	6	33	0	39	0	0	0	0	0	84	27	111	10	0	21	31	181
08:30 AM	11	36	0	47	0	0	0	0	0	83	31	114	19	0	26	45	206
08:45 AM	5	21	0	26	0	0	0	0	0	52	15	67	19	0	15	34	127
Total	35	127	0	162	0	0	0	0	0	308	101	409	64	0	88	152	723
Grand Total	69	244	0	313	0	0	0	0	0	755	219	974	131	2	180	313	1600
Apprch %	22	78	0		0	0	0		0	77.5	22.5		41.9	0.6	57.5		
Total %	4.3	15.2	0	19.6	0	0	0	0	0	47.2	13.7	60.9	8.2	0.1	11.2	19.6	
Passenger Vehicles	47	229	0	276	0	0	0	0	0	733	207	940	101	1	177	279	1495
% Passenger Vehicles	68.1	93.9	0	88.2	0	0	0	0	0	97.1	94.5	96.5	77.1	50	98.3	89.1	93.4
Large 2 Axle Vehicles	8	12	0	20	0	0	0	0	0	17	6	23	12	0	2	14	57
% Large 2 Axle Vehicles	11.6	4.9	0	6.4	0	0	0	0	0	2.3	2.7	2.4	9.2	0	1.1	4.5	3.6
3 Axle Vehicles	1	1	0	2	0	0	0	0	0	2	2	4	8	0	0	8	14
% 3 Axle Vehicles	1.4	0.4	0	0.6	0	0	0	0	0	0.3	0.9	0.4	6.1	0	0	2.6	0.9
4+ Axle Trucks	13	2	0	15	0	0	0	0	0	3	4	7	10	1	1	12	34
% 4+ Axle Trucks	18.8	0.8	0	4.8	0	0	0	0	0	0.4	1.8	0.7	7.6	50	0.6	3.8	2.1

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	10	28	0	38	0	0	0	0	0	117	23	140	17	0	**26**	**43**	221
07:15 AM	5	25	0	30	0	0	0	0	0	**132**	**41**	**173**	16	0	19	35	**238**
07:30 AM	8	**41**	0	**49**	0	0	0	0	0	97	28	125	14	**2**	26	42	216
07:45 AM	**11**	23	0	34	0	0	0	0	0	101	26	127	**20**	0	21	41	202
Total Volume	34	117	0	151	0	0	0	0	0	447	118	565	67	2	92	161	877
% App. Total	22.5	77.5	0		0	0	0		0	79.1	20.9		41.6	1.2	57.1		
PHF	.773	.713	.000	.770	.000	.000	.000	.000	.000	.847	.720	.816	.838	.250	.885	.936	.921

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Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs AM
Site Code : 05118409
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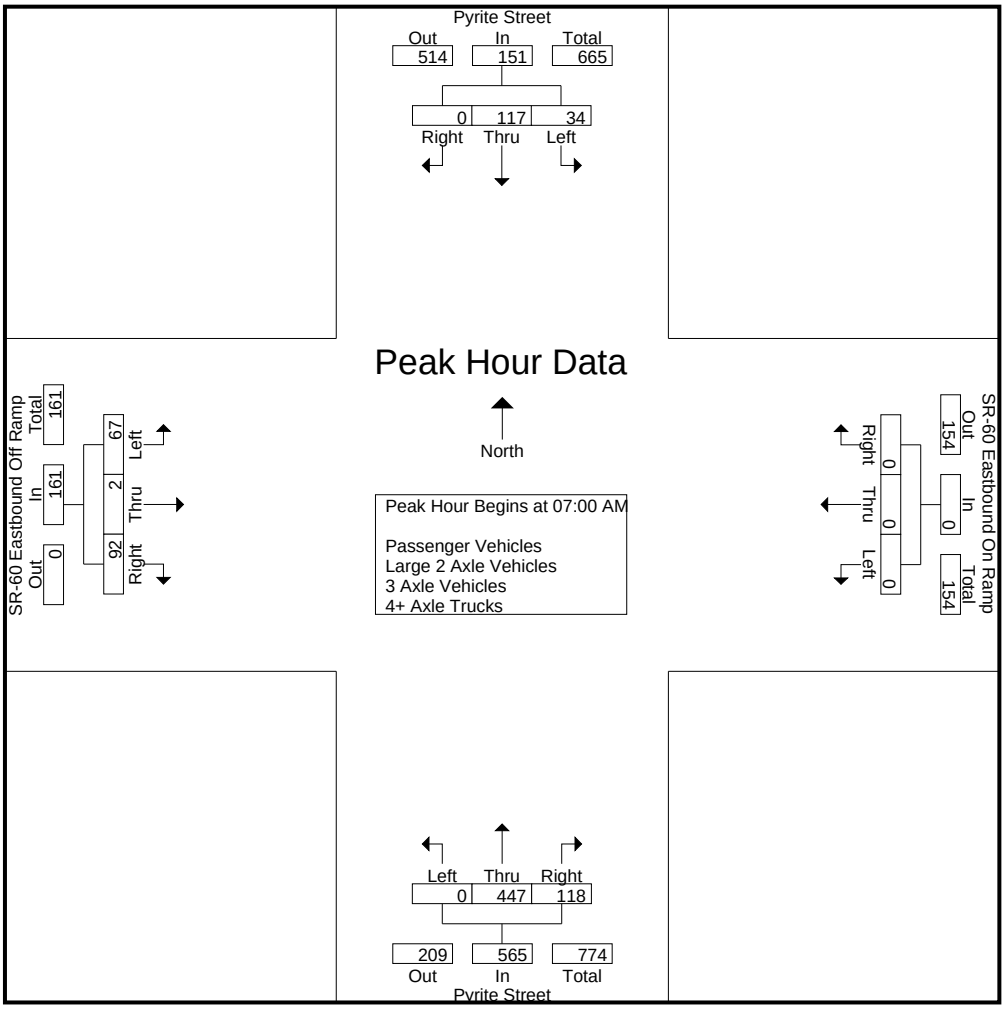

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	8	**41**	0	49	0	0	0	0	0	117	23	140	17	0	**26**	**43**
+15 mins.	11	23	0	34	0	0	0	0	0	**132**	**41**	**173**	16	0	19	35
+30 mins.	**13**	37	0	**50**	0	0	0	0	0	97	28	125	14	**2**	26	42
+45 mins.	6	33	0	39	0	0	0	0	0	101	26	127	**20**	0	21	41
Total Volume	38	134	0	172	0	0	0	0	0	447	118	565	67	2	92	161
% App. Total	22.1	77.9	0		0	0	0		0	79.1	20.9		41.6	1.2	57.1	
PHF	.731	.817	.000	.860	.000	.000	.000	.000	.000	.847	.720	.816	.838	.250	.885	.936

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E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs AM
Site Code : 05118409
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Groups Printed- Passenger Vehicles

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	26	0	31	0	0	0	0	0	114	21	135	14	0	26	40	206
07:15 AM	4	24	0	28	0	0	0	0	0	128	39	167	12	0	19	31	226
07:30 AM	6	37	0	43	0	0	0	0	0	95	26	121	13	1	26	40	204
07:45 AM	8	23	0	31	0	0	0	0	0	97	25	122	19	0	21	40	193
Total	23	110	0	133	0	0	0	0	0	434	111	545	58	1	92	151	829
08:00 AM	9	36	0	45	0	0	0	0	0	84	27	111	11	0	26	37	193
08:15 AM	3	32	0	35	0	0	0	0	0	82	26	108	7	0	19	26	169
08:30 AM	8	33	0	41	0	0	0	0	0	83	29	112	13	0	25	38	191
08:45 AM	4	18	0	22	0	0	0	0	0	50	14	64	12	0	15	27	113
Total	24	119	0	143	0	0	0	0	0	299	96	395	43	0	85	128	666
Grand Total	47	229	0	276	0	0	0	0	0	733	207	940	101	1	177	279	1495
Apprch %	17	83	0		0	0	0		0	78	22		36.2	0.4	63.4		
Total %	3.1	15.3	0	18.5	0	0	0	0	0	49	13.8	62.9	6.8	0.1	11.8	18.7	

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	26	0	31	0	0	0	0	0	114	21	135	14	0	**26**	**40**	206
07:15 AM	4	24	0	28	0	0	0	0	0	**128**	**39**	**167**	12	0	19	31	**226**
07:30 AM	6	**37**	0	**43**	0	0	0	0	0	95	26	121	13	**1**	26	40	204
07:45 AM	**8**	23	0	31	0	0	0	0	0	97	25	122	**19**	0	21	40	193
Total Volume	23	110	0	133	0	0	0	0	0	434	111	545	58	1	92	151	829
% App. Total	17.3	82.7	0		0	0	0		0	79.6	20.4		38.4	0.7	60.9		
PHF	.719	.743	.000	.773	.000	.000	.000	.000	.000	.848	.712	.816	.763	.250	.885	.944	.917

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File Name : 04_JVY_Pyrite_60E Thurs AM
Site Code : 05118409
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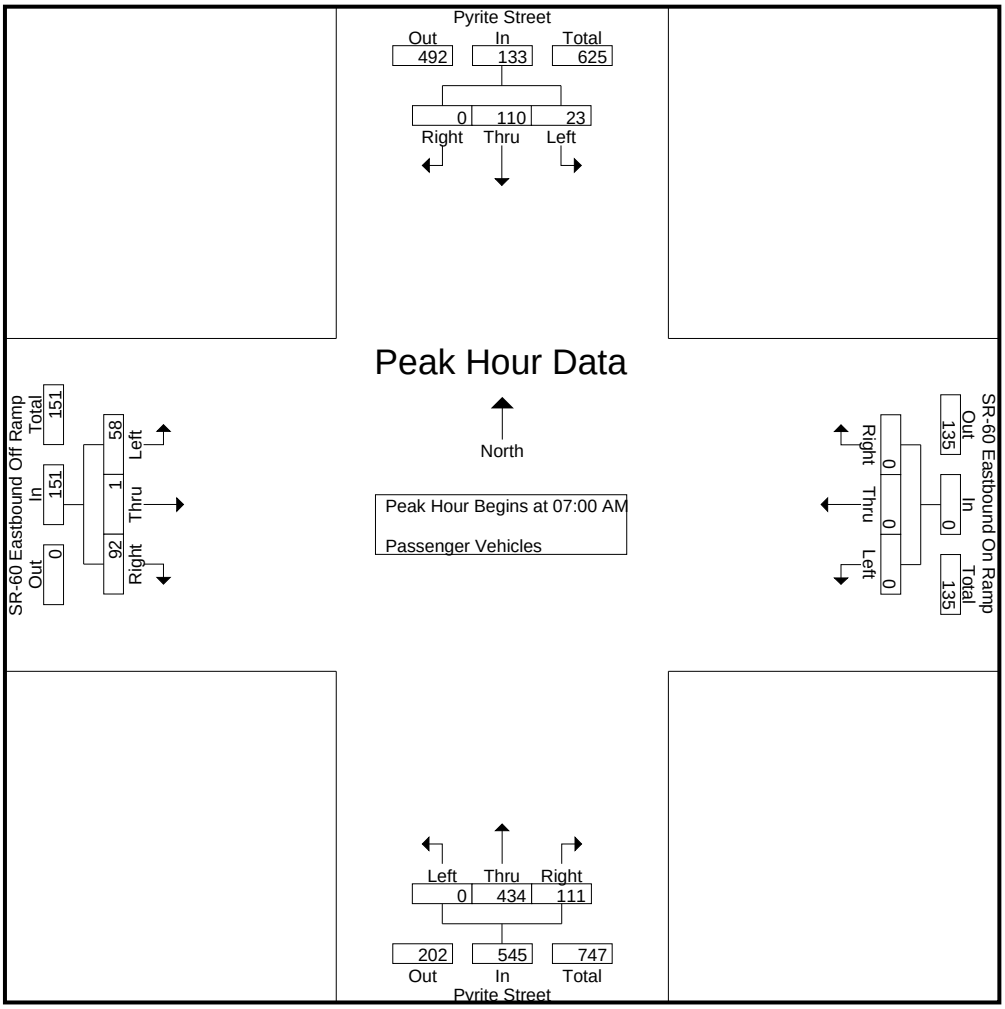

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	5	26	0	31	0	0	0	0	0	114	21	135	14	0	**26**	**40**
+15 mins.	4	24	0	28	0	0	0	0	0	**128**	**39**	**167**	12	0	19	31
+30 mins.	6	**37**	0	**43**	0	0	0	0	0	95	26	121	13	**1**	26	40
+45 mins.	**8**	23	0	31	0	0	0	0	0	97	25	122	**19**	0	21	40
Total Volume	23	110	0	133	0	0	0	0	0	434	111	545	58	1	92	151
% App. Total	17.3	82.7	0		0	0	0		0	79.6	20.4		38.4	0.7	60.9	
PHF	.719	.743	.000	.773	.000	.000	.000	.000	.000	.848	.712	.816	.763	.250	.885	.944

Counts Unlimited
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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs AM
Site Code : 05118409
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Groups Printed- Large 2 Axle Vehicles

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	0	3	0	0	0	0	0	2	1	3	1	0	0	1	7
07:15 AM	1	1	0	2	0	0	0	0	0	4	2	6	3	0	0	3	11
07:30 AM	2	4	0	6	0	0	0	0	0	1	1	2	0	0	0	0	8
07:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	5	7	0	12	0	0	0	0	0	10	4	14	4	0	0	4	30
08:00 AM	2	1	0	3	0	0	0	0	0	4	0	4	3	0	0	3	10
08:15 AM	1	0	0	1	0	0	0	0	0	1	1	2	2	0	2	4	7
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
08:45 AM	0	2	0	2	0	0	0	0	0	2	1	3	2	0	0	2	7
Total	3	5	0	8	0	0	0	0	0	7	2	9	8	0	2	10	27
Grand Total	8	12	0	20	0	0	0	0	0	17	6	23	12	0	2	14	57
Apprch %	40	60	0		0	0	0		0	73.9	26.1		85.7	0	14.3		
Total %	14	21.1	0	35.1	0	0	0	0	0	29.8	10.5	40.4	21.1	0	3.5	24.6	

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	2	0	3	0	0	0	0	0	2	1	3	1	0	0	1	7
07:15 AM	1	1	0	2	0	0	0	0	0	**4**	**2**	**6**	**3**	0	0	**3**	**11**
07:30 AM	**2**	**4**	0	**6**	0	0	0	0	0	1	1	2	0	0	0	0	8
07:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total Volume	5	7	0	12	0	0	0	0	0	10	4	14	4	0	0	4	30
% App. Total	41.7	58.3	0		0	0	0		0	71.4	28.6		100	0	0		
PHF	.625	.438	.000	.500	.000	.000	.000	.000	.000	.625	.500	.583	.333	.000	.000	.333	.682

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs AM
Site Code : 05118409
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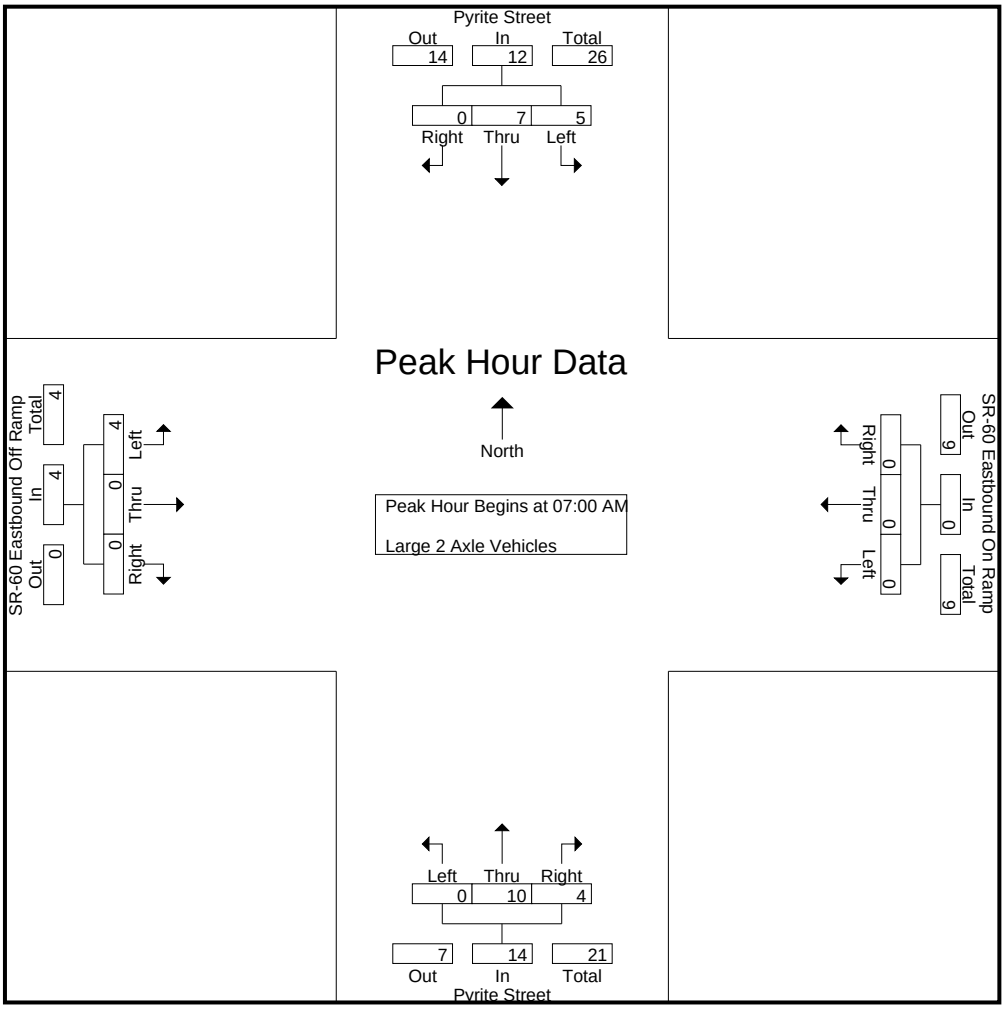

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	2	0	3	0	0	0	0	0	2	1	3	1	0	0	1
+15 mins.	1	1	0	2	0	0	0	0	0	**4**	**2**	**6**	**3**	0	0	**3**
+30 mins.	**2**	**4**	0	**6**	0	0	0	0	0	1	1	2	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	5	7	0	12	0	0	0	0	0	10	4	14	4	0	0	4
% App. Total	41.7	58.3	0		0	0	0		0	71.4	28.6		100	0	0	
PHF	.625	.438	.000	.500	.000	.000	.000	.000	.000	.625	.500	.583	.333	.000	.000	.333

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs AM
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Groups Printed- 3 Axle Vehicles

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	1	3	2	0	0	2	5
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	1	1	4	0	0	4	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	1	1	0	2	0	0	0	0	0	0	1	1	6	0	0	6	9
Grand Total	1	1	0	2	0	0	0	0	0	2	2	4	8	0	0	8	14
Apprch %	50	50	0		0	0	0		0	50	50		100	0	0		
Total %	7.1	7.1	0	14.3	0	0	0	0	0	14.3	14.3	28.6	57.1	0	0	57.1	

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	**1**	0	0	**1**	**2**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	**1**	**2**	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	1	3	2	0	0	2	5
% App. Total	0	0	0		0	0	0		0	66.7	33.3		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.375	.500	.000	.000	.500	.625

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

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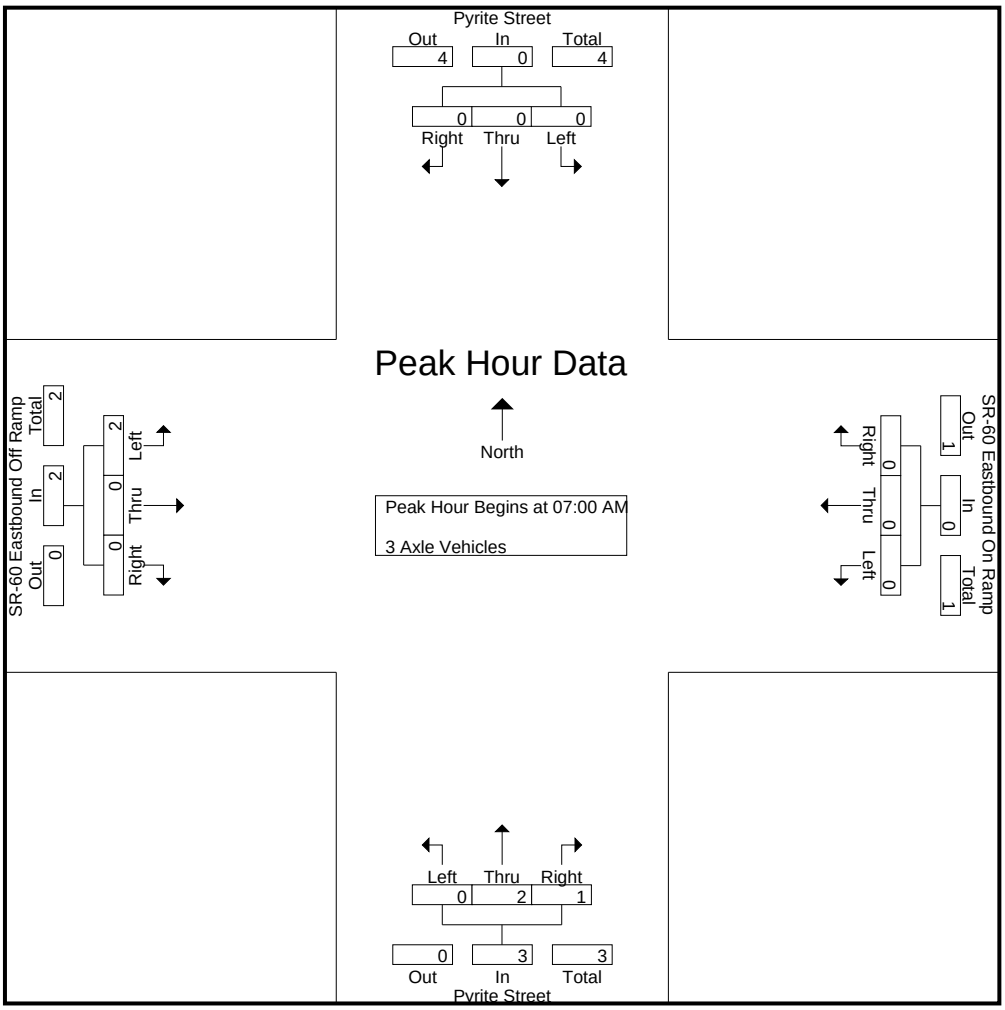

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	**1**	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	1	3	2	0	0	2
% App. Total	0	0	0		0	0	0		0	66.7	33.3		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.375	.500	.000	.000	.500

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs AM
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Groups Printed- 4+ Axle Trucks

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	0	0	4	0	0	0	0	0	0	1	1	1	0	0	1	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
07:45 AM	2	0	0	2	0	0	0	0	0	1	1	2	1	0	0	1	5
Total	6	0	0	6	0	0	0	0	0	1	2	3	3	1	0	4	13
08:00 AM	1	0	0	1	0	0	0	0	0	1	1	2	2	0	0	2	5
08:15 AM	2	1	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
08:30 AM	3	0	0	3	0	0	0	0	0	0	1	1	1	0	1	2	6
08:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	3	0	0	3	5
Total	7	2	0	9	0	0	0	0	0	2	2	4	7	0	1	8	21
Grand Total	13	2	0	15	0	0	0	0	0	3	4	7	10	1	1	12	34
Apprch %	86.7	13.3	0		0	0	0		0	42.9	57.1		83.3	8.3	8.3		
Total %	38.2	5.9	0	44.1	0	0	0	0	0	8.8	11.8	20.6	29.4	2.9	2.9	35.3	

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**4**	0	0	**4**	0	0	0	0	0	0	**1**	1	**1**	0	0	1	**6**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	0	**2**	2
07:45 AM	2	0	0	2	0	0	0	0	0	**1**	1	**2**	1	0	0	1	5
Total Volume	6	0	0	6	0	0	0	0	0	1	2	3	3	1	0	4	13
% App. Total	100	0	0		0	0	0		0	33.3	66.7		75	25	0		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.250	.500	.375	.750	.250	.000	.500	.542

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs AM
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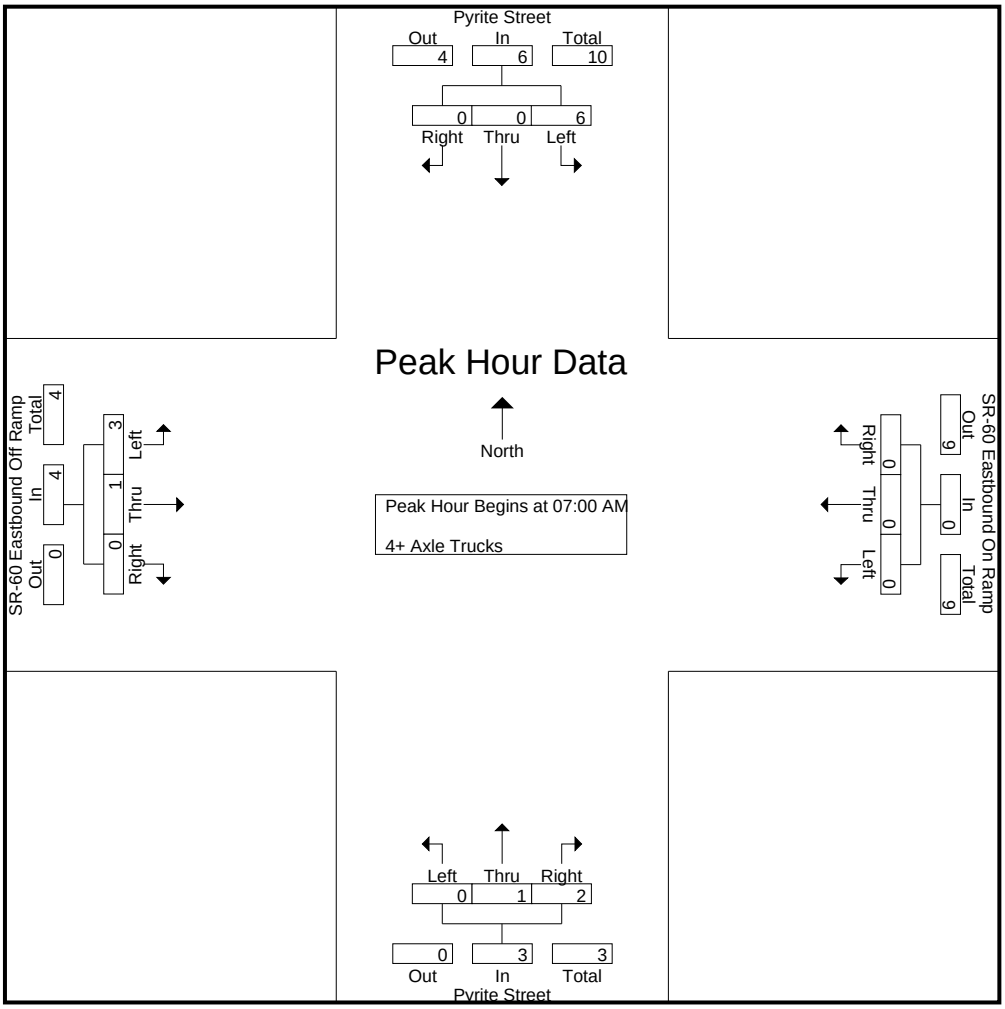

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**4**	0	0	**4**	0	0	0	0	0	0	**1**	1	**1**	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	0	**2**
+45 mins.	2	0	0	2	0	0	0	0	0	**1**	1	**2**	1	0	0	1
Total Volume	6	0	0	6	0	0	0	0	0	1	2	3	3	1	0	4
% App. Total	100	0	0		0	0	0		0	33.3	66.7		75	25	0	
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.250	.500	.375	.750	.250	.000	.500

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs PM
Site Code : 05118409
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	49	0	63	0	0	0	0	0	46	19	65	80	0	68	148	276
04:15 PM	14	55	0	69	0	0	0	0	0	52	10	62	62	2	67	131	262
04:30 PM	8	42	0	50	0	0	0	0	0	56	9	65	56	0	91	147	262
04:45 PM	13	35	0	48	0	0	0	0	0	53	8	61	78	1	94	173	282
Total	49	181	0	230	0	0	0	0	0	207	46	253	276	3	320	599	1082
05:00 PM	11	42	0	53	0	0	0	0	0	46	15	61	78	0	92	170	284
05:15 PM	8	38	0	46	0	0	0	0	0	60	12	72	65	0	74	139	257
05:30 PM	10	33	0	43	0	0	0	0	0	55	13	68	61	2	87	150	261
05:45 PM	9	44	0	53	0	0	0	0	0	61	11	72	60	0	86	146	271
Total	38	157	0	195	0	0	0	0	0	222	51	273	264	2	339	605	1073
Grand Total	87	338	0	425	0	0	0	0	0	429	97	526	540	5	659	1204	2155
Apprch %	20.5	79.5	0		0	0	0		0	81.6	18.4		44.9	0.4	54.7		
Total %	4	15.7	0	19.7	0	0	0	0	0	19.9	4.5	24.4	25.1	0.2	30.6	55.9	
Passenger Vehicles	75	324	0	399	0	0	0	0	0	419	96	515	508	4	641	1153	2067
% Passenger Vehicles	86.2	95.9	0	93.9	0	0	0	0	0	97.7	99	97.9	94.1	80	97.3	95.8	95.9
Large 2 Axle Vehicles	9	8	0	17	0	0	0	0	0	6	1	7	21	0	12	33	57
% Large 2 Axle Vehicles	10.3	2.4	0	4	0	0	0	0	0	1.4	1	1.3	3.9	0	1.8	2.7	2.6
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	1	0	1	4	0	3	7	11
% 3 Axle Vehicles	0	0.9	0	0.7	0	0	0	0	0	0.2	0	0.2	0.7	0	0.5	0.6	0.5
4+ Axle Trucks	3	3	0	6	0	0	0	0	0	3	0	3	7	1	3	11	20
% 4+ Axle Trucks	3.4	0.9	0	1.4	0	0	0	0	0	0.7	0	0.6	1.3	20	0.5	0.9	0.9

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**14**	**55**	0	**69**	0	0	0	0	0	52	10	62	62	**2**	67	131	262
04:30 PM	8	42	0	50	0	0	0	0	0	**56**	9	**65**	56	0	91	147	262
04:45 PM	13	35	0	48	0	0	0	0	0	53	8	61	**78**	1	**94**	**173**	282
05:00 PM	11	42	0	53	0	0	0	0	0	46	**15**	61	78	0	92	170	**284**
Total Volume	46	174	0	220	0	0	0	0	0	207	42	249	274	3	344	621	1090
% App. Total	20.9	79.1	0		0	0	0		0	83.1	16.9		44.1	0.5	55.4		
PHF	.821	.791	.000	.797	.000	.000	.000	.000	.000	.924	.700	.958	.878	.375	.915	.897	.960

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City of Jurupa Valley
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Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs PM
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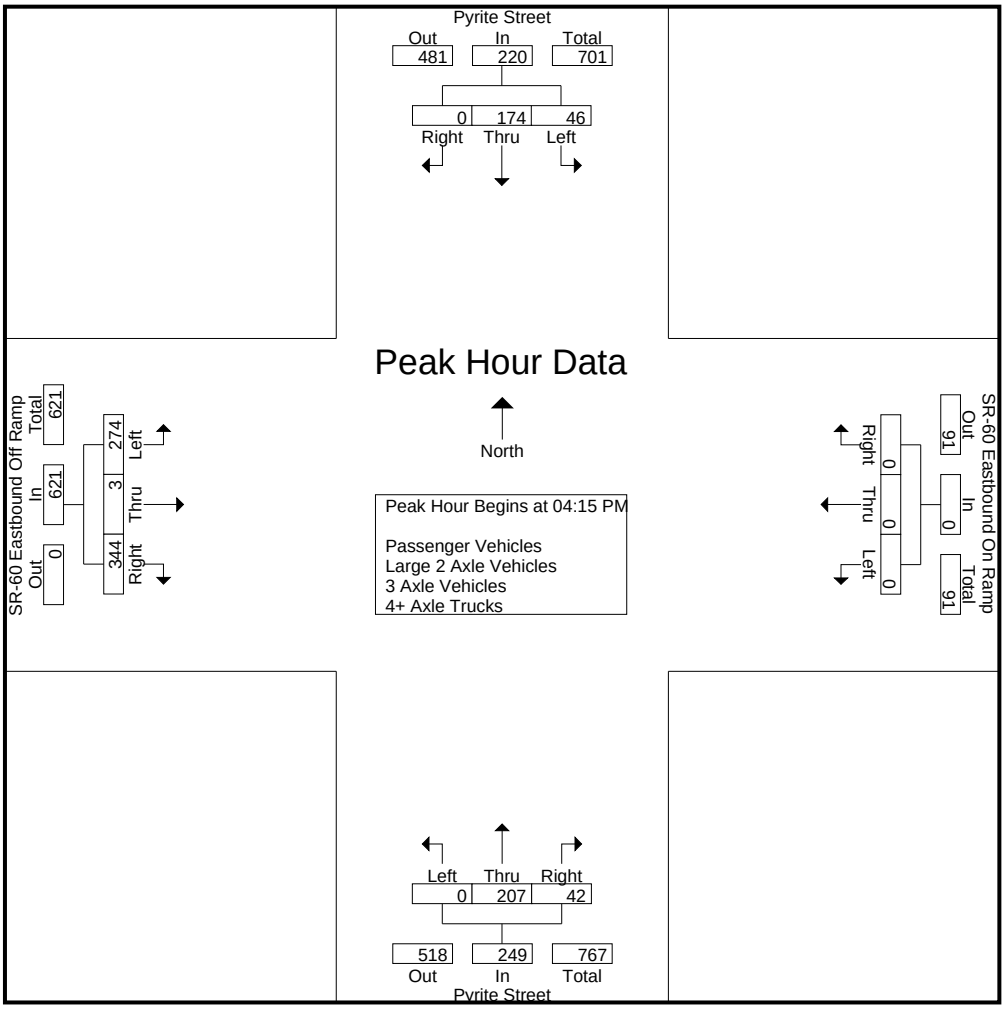

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:45 PM			
+0 mins.	**14**	49	0	63	0	0	0	0	0	46	**15**	61	**78**	1	**94**	**173**
+15 mins.	14	**55**	0	**69**	0	0	0	0	0	60	12	**72**	78	0	92	170
+30 mins.	8	42	0	50	0	0	0	0	0	55	13	68	65	0	74	139
+45 mins.	13	35	0	48	0	0	0	0	0	**61**	11	72	61	**2**	87	150
Total Volume	49	181	0	230	0	0	0	0	0	222	51	273	282	3	347	632
% App. Total	21.3	78.7	0		0	0	0		0	81.3	18.7		44.6	0.5	54.9	
PHF	.875	.823	.000	.833	.000	.000	.000	.000	.000	.910	.850	.948	.904	.375	.923	.913

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

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Groups Printed- Passenger Vehicles

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	47	0	58	0	0	0	0	0	44	19	63	77	0	67	144	265
04:15 PM	12	51	0	63	0	0	0	0	0	51	10	61	58	1	64	123	247
04:30 PM	5	41	0	46	0	0	0	0	0	56	9	65	53	0	90	143	254
04:45 PM	12	33	0	45	0	0	0	0	0	53	8	61	73	1	89	163	269
Total	40	172	0	212	0	0	0	0	0	204	46	250	261	2	310	573	1035
05:00 PM	10	39	0	49	0	0	0	0	0	44	15	59	71	0	90	161	269
05:15 PM	8	37	0	45	0	0	0	0	0	58	12	70	62	0	72	134	249
05:30 PM	8	32	0	40	0	0	0	0	0	54	13	67	58	2	85	145	252
05:45 PM	9	44	0	53	0	0	0	0	0	59	10	69	56	0	84	140	262
Total	35	152	0	187	0	0	0	0	0	215	50	265	247	2	331	580	1032
Grand Total	75	324	0	399	0	0	0	0	0	419	96	515	508	4	641	1153	2067
Apprch %	18.8	81.2	0		0	0	0		0	81.4	18.6		44.1	0.3	55.6		
Total %	3.6	15.7	0	19.3	0	0	0	0	0	20.3	4.6	24.9	24.6	0.2	31	55.8	

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**12**	**51**	0	**63**	0	0	0	0	0	51	10	61	58	**1**	64	123	247
04:30 PM	5	41	0	46	0	0	0	0	0	**56**	9	**65**	53	0	**90**	143	254
04:45 PM	12	33	0	45	0	0	0	0	0	53	8	61	**73**	1	89	**163**	**269**
05:00 PM	10	39	0	49	0	0	0	0	0	44	**15**	59	71	0	90	161	269
Total Volume	39	164	0	203	0	0	0	0	0	204	42	246	255	2	333	590	1039
% App. Total	19.2	80.8	0		0	0	0		0	82.9	17.1		43.2	0.3	56.4		
PHF	.813	.804	.000	.806	.000	.000	.000	.000	.000	.911	.700	.946	.873	.500	.925	.905	.966

Counts Unlimited
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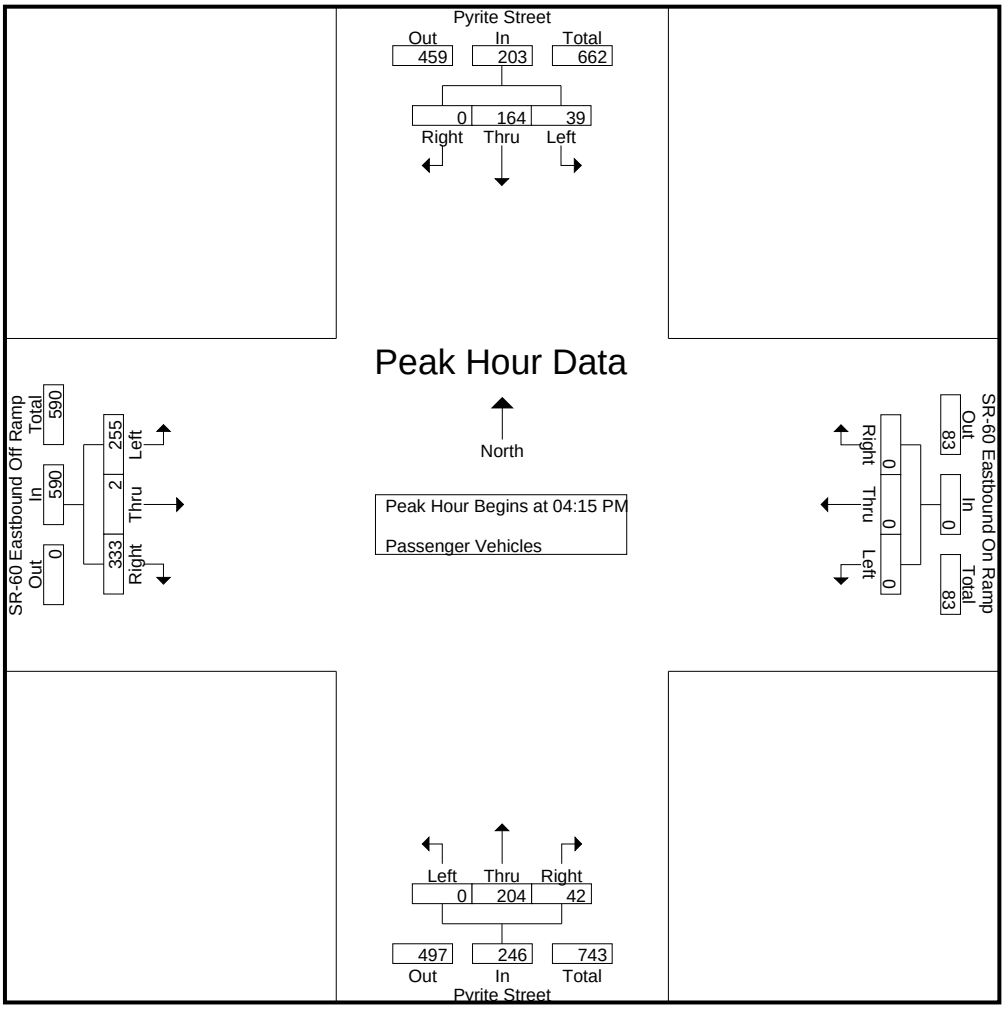
City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**12**	**51**	0	**63**	0	0	0	0	0	51	10	61	58	**1**	64	123
+15 mins.	5	41	0	46	0	0	0	0	0	**56**	9	**65**	53	0	**90**	143
+30 mins.	12	33	0	45	0	0	0	0	0	53	8	61	**73**	1	89	**163**
+45 mins.	10	39	0	49	0	0	0	0	0	44	**15**	59	71	0	90	161
Total Volume	39	164	0	203	0	0	0	0	0	204	42	246	255	2	333	590
% App. Total	19.2	80.8	0		0	0	0		0	82.9	17.1		43.2	0.3	56.4	
PHF	.813	.804	.000	.806	.000	.000	.000	.000	.000	.911	.700	.946	.873	.500	.925	.905

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	1	0	1	2	5
04:15 PM	1	2	0	3	0	0	0	0	0	1	0	1	3	0	1	4	8
04:30 PM	3	1	0	4	0	0	0	0	0	0	0	0	1	0	1	2	6
04:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	3	0	3	6	8
Total	7	4	0	11	0	0	0	0	0	2	0	2	8	0	6	14	27
05:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	4	0	1	5	9
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	3	4
05:30 PM	2	1	0	3	0	0	0	0	0	1	0	1	3	0	2	5	9
05:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	4	0	2	6	8
Total	2	4	0	6	0	0	0	0	0	4	1	5	13	0	6	19	30
Grand Total	9	8	0	17	0	0	0	0	0	6	1	7	21	0	12	33	57
Apprch %	52.9	47.1	0		0	0	0		0	85.7	14.3		63.6	0	36.4		
Total %	15.8	14	0	29.8	0	0	0	0	0	10.5	1.8	12.3	36.8	0	21.1	57.9	

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	2	0	3	0	0	0	0	0	**1**	0	**1**	3	0	1	4	8
04:30 PM	**3**	1	0	**4**	0	0	0	0	0	0	0	0	1	0	1	2	6
04:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	3	0	**3**	**6**	8
05:00 PM	0	**3**	0	3	0	0	0	0	0	1	0	1	**4**	0	1	5	**9**
Total Volume	5	7	0	12	0	0	0	0	0	2	0	2	11	0	6	17	31
% App. Total	41.7	58.3	0		0	0	0		0	100	0		64.7	0	35.3		
PHF	.417	.583	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.688	.000	.500	.708	.861

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
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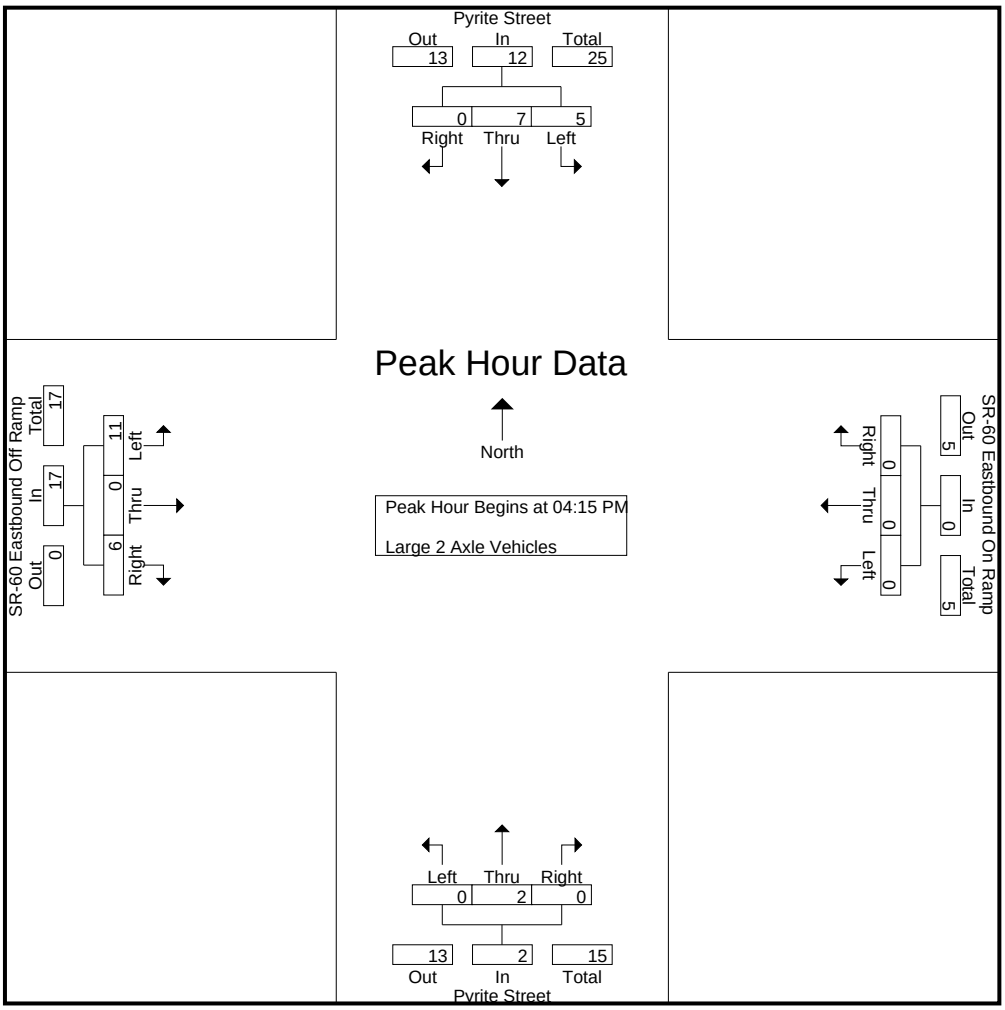

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	2	0	3	0	0	0	0	0	**1**	0	**1**	3	0	1	4
+15 mins.	**3**	1	0	**4**	0	0	0	0	0	0	0	0	1	0	1	2
+30 mins.	1	1	0	2	0	0	0	0	0	0	0	0	3	0	**3**	**6**
+45 mins.	0	**3**	0	3	0	0	0	0	0	1	0	1	**4**	0	1	5
Total Volume	5	7	0	12	0	0	0	0	0	2	0	2	11	0	6	17
% App. Total	41.7	58.3	0		0	0	0		0	100	0		64.7	0	35.3	
PHF	.417	.583	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.688	.000	.500	.708

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 1

Groups Printed- 3 Axle Vehicles

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	2	4	5
Total	0	2	0	2	0	0	0	0	0	0	0	0	3	0	2	5	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	1	0	1	2	4
Grand Total	0	3	0	3	0	0	0	0	0	1	0	1	4	0	3	7	11
Apprch %	0	100	0		0	0	0		0	100	0		57.1	0	42.9		
Total %	0	27.3	0	27.3	0	0	0	0	0	9.1	0	9.1	36.4	0	27.3	63.6	

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	**2**	**4**	**5**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	3	0	2	5	7
% App. Total	0	100	0		0	0	0		0	0	0		60	0	40		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.250	.313	.350

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
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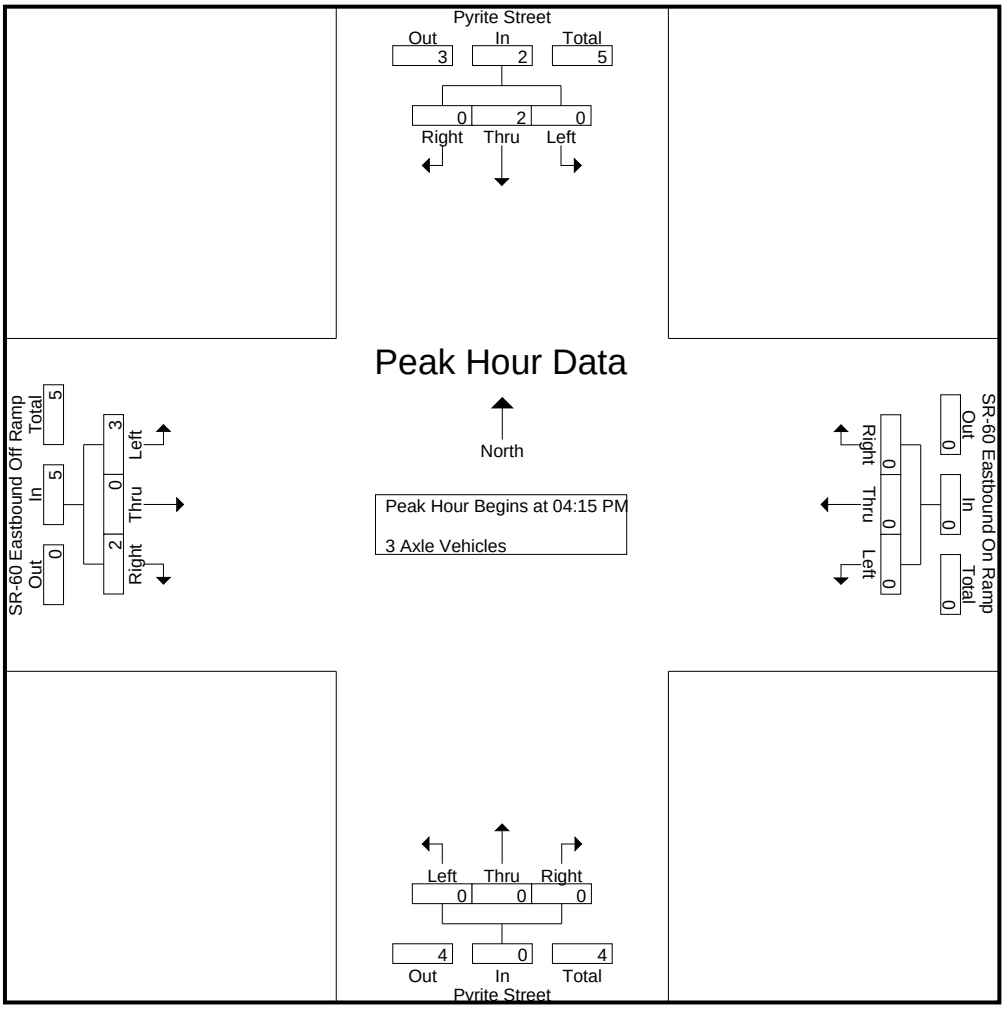

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	**2**	0	**2**	**4**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	3	0	2	5
% App. Total	0	100	0		0	0	0		0	0	0		60	0	40	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.250	.313

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	2	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
04:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	1	1	2	4	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	0	5	0	0	0	0	0	1	0	1	4	1	2	7	13
05:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2	0	1	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	2	0	2	3	0	1	4	7
Grand Total	3	3	0	6	0	0	0	0	0	3	0	3	7	1	3	11	20
Apprch %	50	50	0		0	0	0		0	100	0		63.6	9.1	27.3		
Total %	15	15	0	30	0	0	0	0	0	15	0	15	35	5	15	55	

	Pyrite Street Southbound				SR-60 Eastbound On Ramp Westbound				Pyrite Street Northbound				SR-60 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	1	**1**	**2**	**4**	**6**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	1	0	0	0	0	0	**1**	0	**1**	2	0	1	3	5
Total Volume	2	1	0	3	0	0	0	0	0	1	0	1	5	1	3	9	13
% App. Total	66.7	33.3	0		0	0	0		0	100	0		55.6	11.1	33.3		
PHF	.500	.250	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.625	.250	.375	.563	.542

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City of Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 04_JVY_Pyrite_60E Thurs PM
Site Code : 05118409
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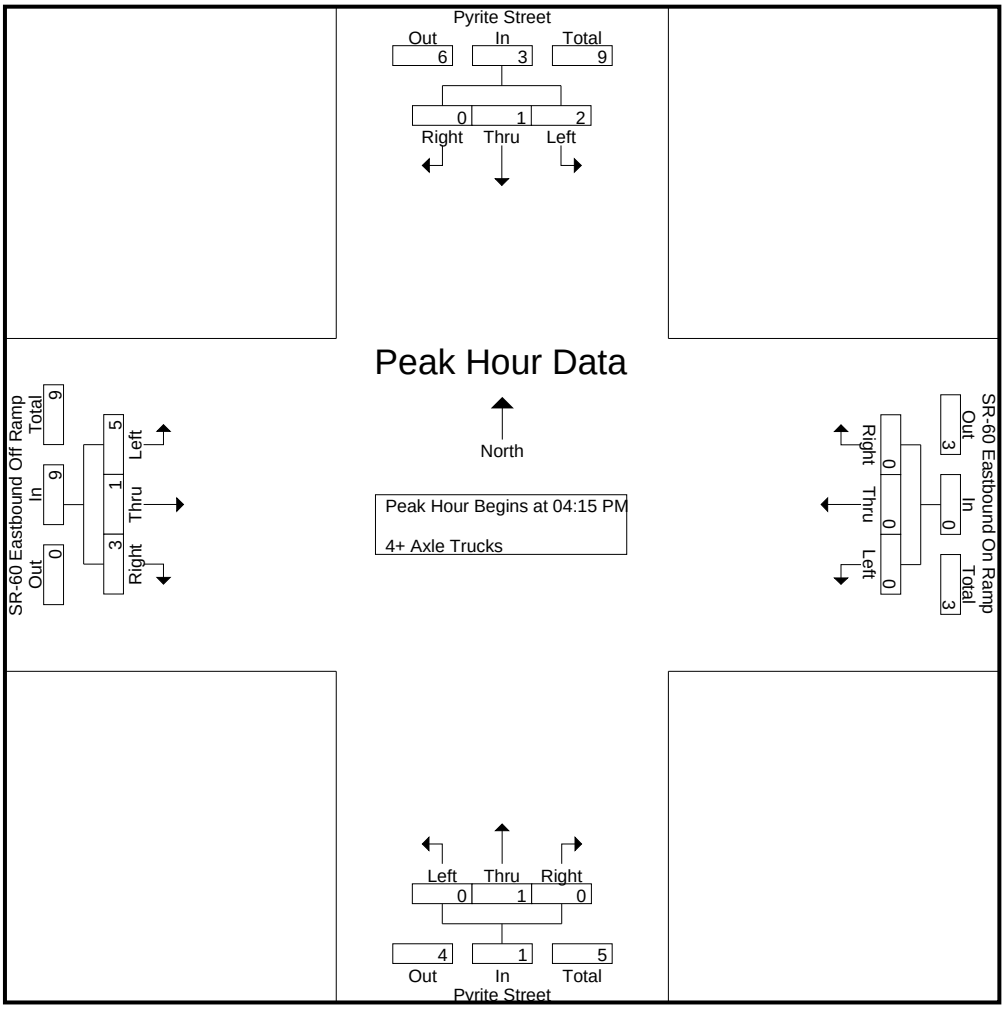

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	1	**1**	**2**	**4**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	**1**	0	**1**	2	0	1	3
Total Volume	2	1	0	3	0	0	0	0	0	1	0	1	5	1	3	9
% App. Total	66.7	33.3	0		0	0	0		0	100	0		55.6	11.1	33.3	
PHF	.500	.250	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.625	.250	.375	.563

Location: Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps

Date: 5/17/2018
Day: Thursday

PEDESTRIANS

	North Leg Pyrite Street	East Leg SR-60 Eastbound Ramps	South Leg Pyrite Street	West Leg SR-60 Eastbound Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Pyrite Street	East Leg SR-60 Eastbound Ramps	South Leg Pyrite Street	West Leg SR-60 Eastbound Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	2	2
TOTAL VOLUMES:	0	0	0	4	4

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Location: Jurupa Valley
N/S: Pyrite Street
E/W: SR-60 Eastbound Ramps

Date: 5/17/2018
Day: Thursday

BICYCLES

	Southbound Pyrite Street			Westbound SR-60 Eastbound Ramps			Northbound Pyrite Street			Eastbound SR-60 Eastbound Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

	Southbound Pyrite Street			Westbound SR-60 Eastbound Ramps			Northbound Pyrite Street			Eastbound SR-60 Eastbound Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	3	0	0	0	0	0	0	0	0	0	0	3

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

City of Jurupa Valley
N/S: Pyrite Street
E/W: Mission Boulevard
Weather: Clear

File Name : 06_JVY_Pyrite_Mission Thurs AM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 1

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

	Pyrite Street Southbound					Mission Boulevard Westbound					Pyrite Street Northbound					Mission Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	32	15	9	4	56	11	90	64	8	165	10	67	25	9	102	12	167	0	0	179	21	502	523
07:15 AM	17	23	8	2	48	8	63	73	8	144	8	71	17	7	96	13	74	0	0	87	17	375	392
07:30 AM	17	33	11	3	61	3	39	69	20	111	0	47	5	3	52	16	45	0	0	61	26	285	311
07:45 AM	19	16	7	2	42	10	34	65	6	109	0	40	6	3	46	10	47	0	0	57	11	254	265
Total	85	87	35	11	207	32	226	271	42	529	18	225	53	22	296	51	333	0	0	384	75	1416	1491
08:00 AM	20	31	9	2	60	20	48	68	14	136	7	36	14	6	57	9	44	0	0	53	22	306	328
08:15 AM	17	25	9	1	51	35	40	57	11	132	11	45	32	14	88	10	52	0	0	62	26	333	359
08:30 AM	18	36	8	0	62	25	33	48	7	106	20	46	34	22	100	9	44	0	0	53	29	321	350
08:45 AM	12	9	9	3	30	9	38	40	7	87	3	22	10	3	35	6	45	0	0	51	13	203	216
Total	67	101	35	6	203	89	159	213	39	461	41	149	90	45	280	34	185	0	0	219	90	1163	1253
Grand Total	152	188	70	17	410	121	385	484	81	990	59	374	143	67	576	85	518	0	0	603	165	2579	2744
Apprch %	37.1	45.9	17.1			12.2	38.9	48.9			10.2	64.9	24.8			14.1	85.9	0					
Total %	5.9	7.3	2.7		15.9	4.7	14.9	18.8		38.4	2.3	14.5	5.5		22.3	3.3	20.1	0		23.4	6	94	
Passenger Vehicles	145	183	58		399	115	366	471		1031	58	361	139		623	76	492	0		568	0	0	2621
% Passenger Vehicles	95.4	97.3	82.9	76.5	93.4	95	95.1	97.3	97.5	96.3	98.3	96.5	97.2	97	96.9	89.4	95	0	0	94.2	0	0	95.5
Large 2 Axle Vehicles	6	4	8		21	6	18	10		34	0	8	3		13	6	24	0		30	0	0	98
% Large 2 Axle Vehicles	3.9	2.1	11.4	17.6	4.9	5	4.7	2.1	0	3.2	0	2.1	2.1	3	2	7.1	4.6	0	0	5	0	0	3.6
3 Axle Vehicles	0	0	4		5	0	0	1		2	1	3	0		4	0	1	0		1	0	0	12
% 3 Axle Vehicles	0	0	5.7	5.9	1.2	0	0	0.2	1.2	0.2	1.7	0.8	0	0	0.6	0	0.2	0	0	0.2	0	0	0.4
4+ Axle Trucks	1	1	0		2	0	1	2		4	0	2	1		3	3	1	0		4	0	0	13
% 4+ Axle Trucks	0.7	0.5	0	0	0.5	0	0.3	0.4	1.2	0.4	0	0.5	0.7	0	0.5	3.5	0.2	0	0	0.7	0	0	0.5

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**32**	15	9	56	**11**	**90**	64	**165**	**10**	67	**25**	**102**	12	**167**	0	**179**	**502**
07:15 AM	17	23	8	48	8	63	**73**	144	8	**71**	17	96	13	74	0	87	375
07:30 AM	17	**33**	**11**	**61**	3	39	69	111	0	47	5	52	**16**	45	0	61	285
07:45 AM	19	16	7	42	10	34	65	109	0	40	6	46	10	47	0	57	254
Total Volume	85	87	35	207	32	226	271	529	18	225	53	296	51	333	0	384	1416
% App. Total	41.1	42	16.9		6	42.7	51.2		6.1	76	17.9		13.3	86.7	0		
PHF	.664	.659	.795	.848	.727	.628	.928	.802	.450	.792	.530	.725	.797	.499	.000	.536	.705

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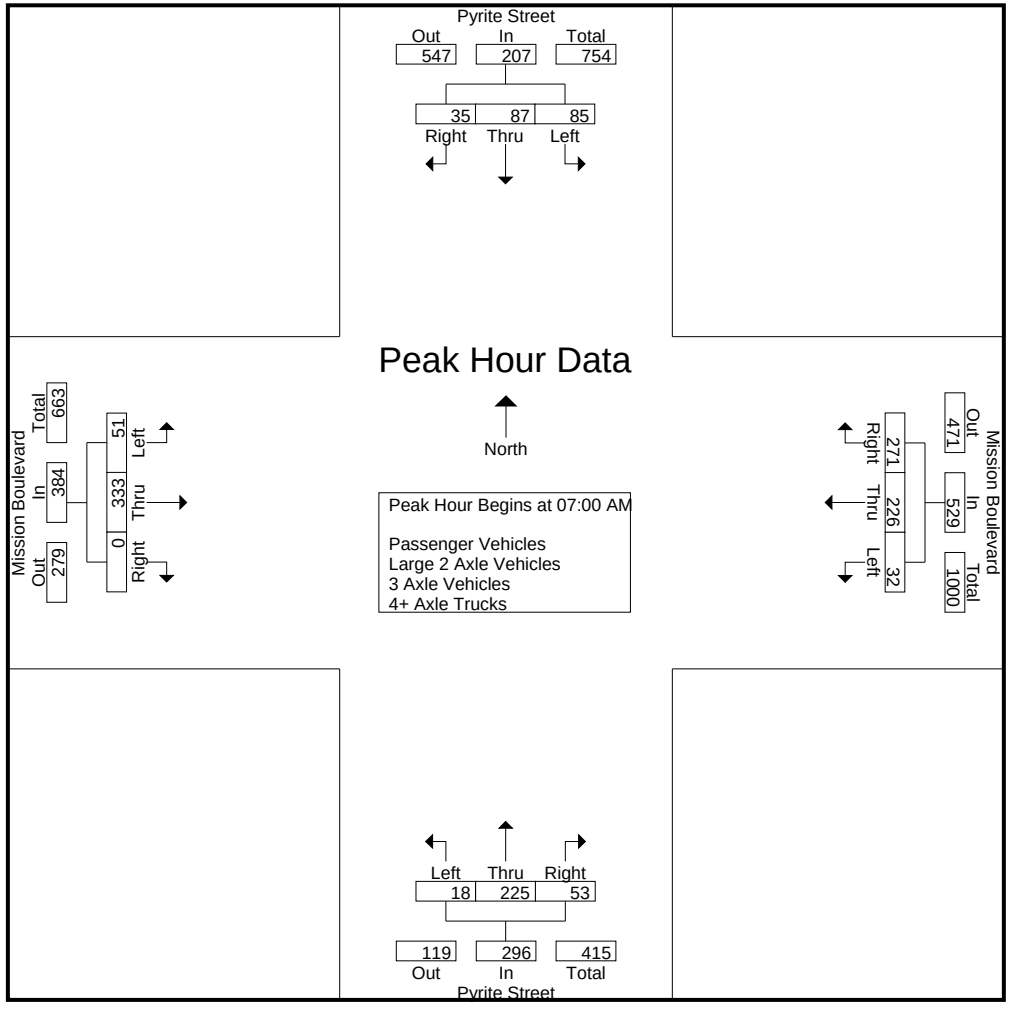

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	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	19	16	7	42	**11**	**90**	64	**165**	**10**	67	**25**	**102**	12	**167**	0	**179**	
+15 mins.	**20**	31	**9**	60	8	63	**73**	144	8	**71**	17	96	13	74	0	87	
+30 mins.	17	25	9	51	3	39	69	111	0	47	5	52	**16**	45	0	61	
+45 mins.	18	**36**	8	**62**	10	34	65	109	0	40	6	46	10	47	0	57	
Total Volume	74	108	33	215	32	226	271	529	18	225	53	296	51	333	0	384	
% App. Total	34.4	50.2	15.3		6	42.7	51.2		6.1	76	17.9		13.3	86.7	0		
PHF	.925	.750	.917	.867	.727	.628	.928	.802	.450	.792	.530	.725	.797	.499	.000	.536	

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Site Code : 05118409
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Page No : 1

Groups Printed- Passenger Vehicles

	Pyrite Street Southbound					Mission Boulevard Westbound					Pyrite Street Northbound					Mission Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	32	14	7	3	53	11	90	62	7	163	10	65	25	9	100	10	162	0	0	172	19	488	507
07:15 AM	17	23	7	2	47	8	60	70	7	138	8	69	17	7	94	12	72	0	0	84	16	363	379
07:30 AM	15	32	7	1	54	2	35	67	20	104	0	44	4	3	48	15	37	0	0	52	24	258	282
07:45 AM	19	16	7	2	42	9	33	63	6	105	0	38	6	3	44	9	45	0	0	54	11	245	256
Total	83	85	28	8	196	30	218	262	40	510	18	216	52	22	286	46	316	0	0	362	70	1354	1424
08:00 AM	18	29	9	2	56	19	47	65	14	131	6	35	11	4	52	7	43	0	0	50	20	289	309
08:15 AM	16	24	9	1	49	32	37	57	11	126	11	44	32	14	87	9	51	0	0	60	26	322	348
08:30 AM	17	36	6	0	59	25	30	48	7	103	20	45	34	22	99	9	41	0	0	50	29	311	340
08:45 AM	11	9	6	2	26	9	34	39	7	82	3	21	10	3	34	5	41	0	0	46	12	188	200
Total	62	98	30	5	190	85	148	209	39	442	40	145	87	43	272	30	176	0	0	206	87	1110	1197
Grand Total	145	183	58	13	386	115	366	471	79	952	58	361	139	65	558	76	492	0	0	568	157	2464	2621
Apprch %	37.6	47.4	15			12.1	38.4	49.5			10.4	64.7	24.9			13.4	86.6	0					
Total %	5.9	7.4	2.4		15.7	4.7	14.9	19.1		38.6	2.4	14.7	5.6		22.6	3.1	20	0		23.1	6	94	

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**32**	14	**7**	53	**11**	**90**	62	**163**	**10**	65	**25**	**100**	10	**162**	0	**172**	**488**
07:15 AM	17	23	7	47	8	60	**70**	138	8	**69**	17	94	12	72	0	84	363
07:30 AM	15	**32**	7	**54**	2	35	67	104	0	44	4	48	**15**	37	0	52	258
07:45 AM	19	16	7	42	9	33	63	105	0	38	6	44	9	45	0	54	245
Total Volume	83	85	28	196	30	218	262	510	18	216	52	286	46	316	0	362	1354
% App. Total	42.3	43.4	14.3		5.9	42.7	51.4		6.3	75.5	18.2		12.7	87.3	0		
PHF	.648	.664	1.00	.907	.682	.606	.936	.782	.450	.783	.520	.715	.767	.488	.000	.526	.694

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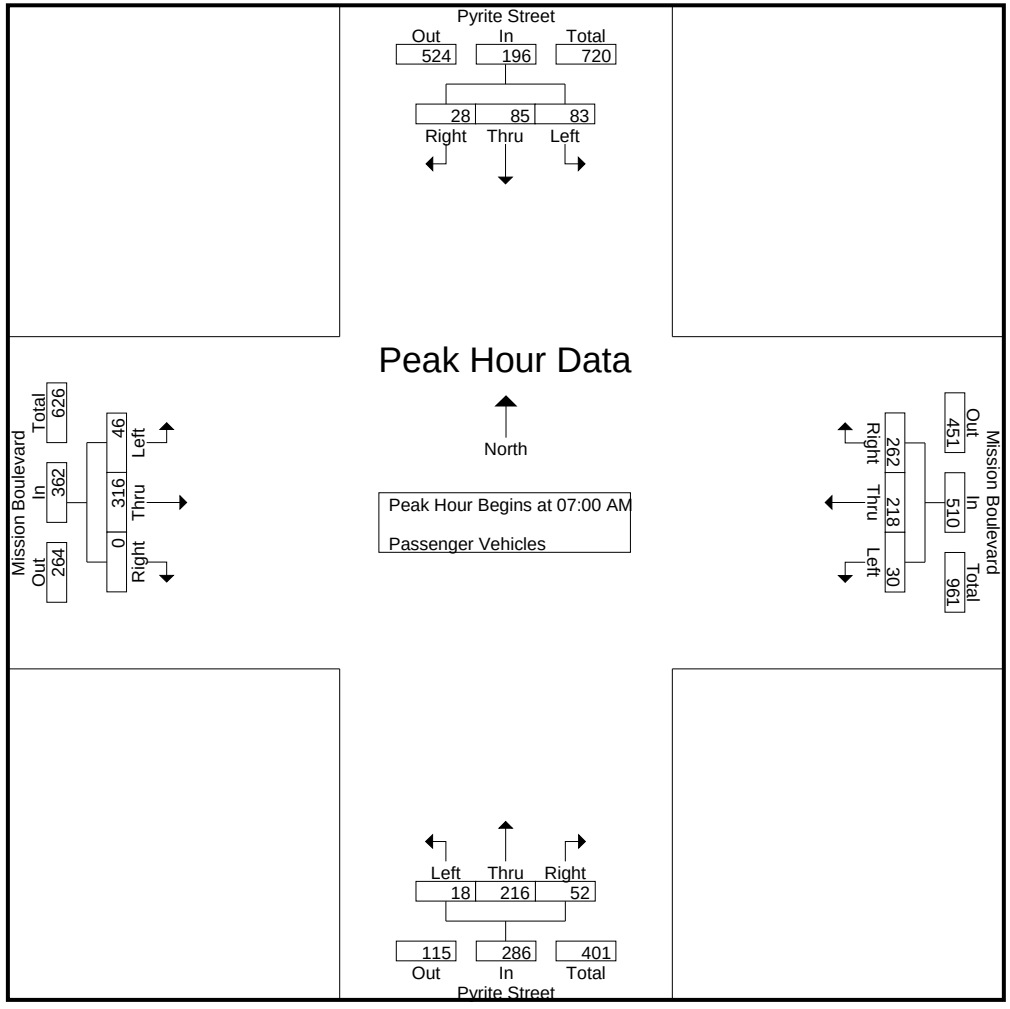

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Groups Printed- Large 2 Axle Vehicles

	Pyrite Street Southbound					Mission Boulevard Westbound					Pyrite Street Northbound					Mission Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	2	5	0	0	7	0	10	10
07:15 AM	0	0	1	0	1	0	3	2	0	5	0	2	0	0	2	1	2	0	0	3	0	11	11
07:30 AM	2	1	3	2	6	1	4	2	0	7	0	1	1	0	2	1	8	0	0	9	2	24	26
07:45 AM	0	0	0	0	0	1	1	2	0	4	0	1	0	0	1	0	2	0	0	2	0	7	7
Total	2	2	4	2	8	2	8	7	0	17	0	5	1	0	6	4	17	0	0	21	2	52	54
08:00 AM	2	1	0	0	3	1	1	2	0	4	0	1	2	2	3	0	1	0	0	1	2	11	13
08:15 AM	1	1	0	0	2	3	3	0	0	6	0	1	0	0	1	1	1	0	0	2	0	11	11
08:30 AM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	8	8
08:45 AM	0	0	3	1	3	0	3	1	0	4	0	1	0	0	1	1	2	0	0	3	1	11	12
Total	4	2	4	1	10	4	10	3	0	17	0	3	2	2	5	2	7	0	0	9	3	41	44
Grand Total	6	4	8	3	18	6	18	10	0	34	0	8	3	2	11	6	24	0	0	30	5	93	98
Apprch %	33.3	22.2	44.4			17.6	52.9	29.4			0	72.7	27.3			20	80	0					
Total %	6.5	4.3	8.6		19.4	6.5	19.4	10.8		36.6	0	8.6	3.2		11.8	6.5	25.8	0		32.3	5.1	94.9	

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	1	0	0	1	1	0	1	0	1	**2**	5	0	7	10
07:15 AM	0	0	1	1	0	3	**2**	5	0	**2**	0	**2**	1	2	0	3	11
07:30 AM	**2**	1	**3**	**6**	**1**	**4**	2	**7**	0	1	**1**	2	1	**8**	0	**9**	**24**
07:45 AM	0	0	0	0	1	1	2	4	0	1	0	1	0	2	0	2	7
Total Volume	2	2	4	8	2	8	7	17	0	5	1	6	4	17	0	21	52
% App. Total	25	25	50		11.8	47.1	41.2		0	83.3	16.7		19	81	0		
PHF	.250	.500	.333	.333	.500	.500	.875	.607	.000	.625	.250	.750	.500	.531	.000	.583	.542

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Groups Printed- 3 Axle Vehicles

	Pyrite Street Southbound					Mission Boulevard Westbound					Pyrite Street Northbound					Mission Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	2	1	2	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	2	4	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	1	3	0	0	1	1	1	0	3	0	0	3	0	0	0	0	0	2	7	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	3	3
Grand Total	0	0	4	1	4	0	0	1	1	1	1	3	0	0	4	0	1	0	0	1	2	10	12
Apprch %	0	0	100			0	0	100			25	75	0			0	100	0					
Total %	0	0	40		40	0	0	10		10	10	30	0		40	0	10	0		10	16.7	83.3	

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**2**	**2**	0	0	**1**	**1**	0	1	0	1	0	0	0	0	**4**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	3	3	0	0	1	1	0	3	0	3	0	0	0	0	7
% App. Total	0	0	100		0	0	100		0	100	0		0	0	0		
PHF	.000	.000	.375	.375	.000	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.438

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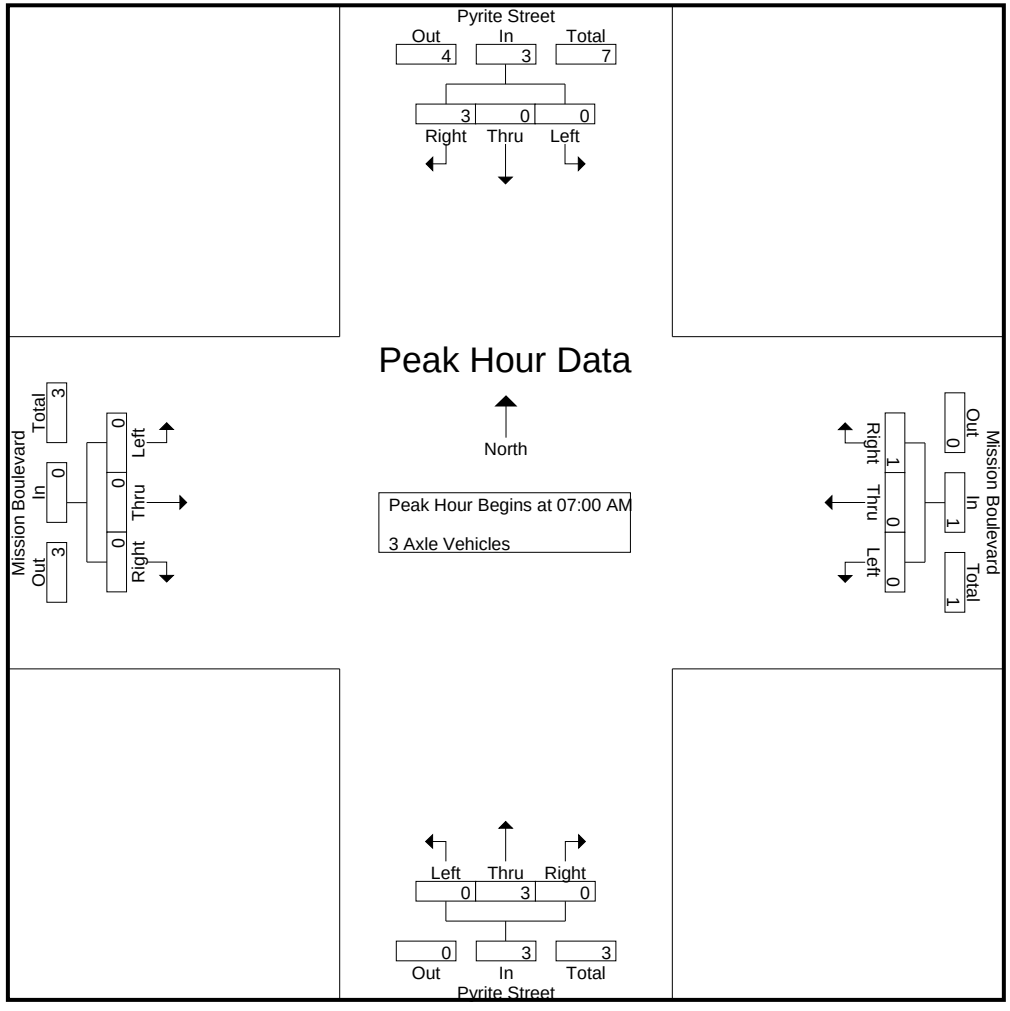

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Groups Printed- 4+ Axle Trucks

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07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	2
Total	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	1	0	0	0	1	1	3	4
08:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	2	0	0	0	2	0	5	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
08:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	1	1	0	0	2	0	1	1	0	2	0	1	1	0	2	2	1	0	0	3	0	9	9
Grand Total	1	1	0	0	2	0	1	2	1	3	0	2	1	0	3	3	1	0	0	4	1	12	13
Apprch %	50	50	0			0	33.3	66.7			0	66.7	33.3			75	25	0					
Total %	8.3	8.3	0		16.7	0	8.3	16.7		25	0	16.7	8.3		25	25	8.3	0		33.3	7.7	92.3	

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	**2**
Total Volume	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1	3
% App. Total	0	0	0		0	0	100		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.000	.250	.250	.000	.000	.250	.375

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City of Jurupa Valley
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Weather: Clear

File Name : 06_JVY_Pyrite_Mission Thurs PM
Site Code : 05118409
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Pyrite Street Southbound					Mission Boulevard Westbound					Pyrite Street Northbound					Mission Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	54	51	11	0	116	1	40	21	5	62	4	30	17	10	51	10	92	0	0	102	15	331	346
04:15 PM	53	43	13	1	109	7	58	38	4	103	2	18	9	6	29	11	114	0	0	125	11	366	377
04:30 PM	59	57	15	2	131	10	52	39	5	101	0	18	13	5	31	6	84	0	0	90	12	353	365
04:45 PM	58	42	6	0	106	15	56	22	4	93	3	14	5	3	22	8	113	0	0	121	7	342	349
Total	224	193	45	3	462	33	206	120	18	359	9	80	44	24	133	35	403	0	0	438	45	1392	1437
05:00 PM	75	47	9	2	131	6	62	23	9	91	7	26	7	6	40	5	137	7	1	149	18	411	429
05:15 PM	67	44	4	1	115	4	62	27	4	93	6	24	7	4	37	7	142	6	0	155	9	400	409
05:30 PM	54	48	9	5	111	4	58	32	8	94	9	28	11	7	48	6	150	15	5	171	25	424	449
05:45 PM	80	49	11	4	140	7	55	19	11	81	4	27	10	6	41	9	181	7	2	197	23	459	482
Total	276	188	33	12	497	21	237	101	32	359	26	105	35	23	166	27	610	35	8	672	75	1694	1769
Grand Total	500	381	78	15	959	54	443	221	50	718	35	185	79	47	299	62	1013	35	8	1110	120	3086	3206
Apprch %	52.1	39.7	8.1			7.5	61.7	30.8			11.7	61.9	26.4			5.6	91.3	3.2					
Total %	16.2	12.3	2.5		31.1	1.7	14.4	7.2		23.3	1.1	6	2.6		9.7	2	32.8	1.1		36	3.7	96.3	
Passenger Vehicles	490	371	75		951	52	433	219		754	35	182	76		335	61	981	35		1085	0	0	3125
% Passenger Vehicles	98	97.4	96.2	100	97.6	96.3	97.7	99.1	100	98.2	100	98.4	96.2	89.4	96.8	98.4	96.8	100	100	97	0	0	97.5
Large 2 Axle Vehicles	10	10	1		21	2	10	2		14	0	3	1		7	1	22	0		23	0	0	65
% Large 2 Axle Vehicles	2	2.6	1.3	0	2.2	3.7	2.3	0.9	0	1.8	0	1.6	1.3	6.4	2	1.6	2.2	0	0	2.1	0	0	2
3 Axle Vehicles	0	0	1		1	0	0	0		0	0	0	1		2	0	4	0		4	0	0	7
% 3 Axle Vehicles	0	0	1.3	0	0.1	0	0	0	0	0	0	0	1.3	2.1	0.6	0	0.4	0	0	0.4	0	0	0.2
4+ Axle Trucks	0	0	1		1	0	0	0		0	0	0	1		2	0	6	0		6	0	0	9
% 4+ Axle Trucks	0	0	1.3	0	0.1	0	0	0	0	0	0	0	1.3	2.1	0.6	0	0.6	0	0	0.5	0	0	0.3

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	75	47	9	131	6	**62**	23	91	7	26	7	40	5	137	7	149	411
05:15 PM	67	44	4	115	4	62	27	93	6	24	7	37	7	142	6	155	400
05:30 PM	54	48	9	111	4	58	**32**	**94**	**9**	**28**	**11**	**48**	6	150	**15**	171	424
05:45 PM	**80**	**49**	**11**	**140**	**7**	55	19	81	4	27	10	41	**9**	**181**	7	**197**	**459**
Total Volume	276	188	33	497	21	237	101	359	26	105	35	166	27	610	35	672	1694
% App. Total	55.5	37.8	6.6		5.8	66	28.1		15.7	63.3	21.1		4	90.8	5.2		
PHF	.863	.959	.750	.888	.750	.956	.789	.955	.722	.938	.795	.865	.750	.843	.583	.853	.923

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Site Code : 05118409
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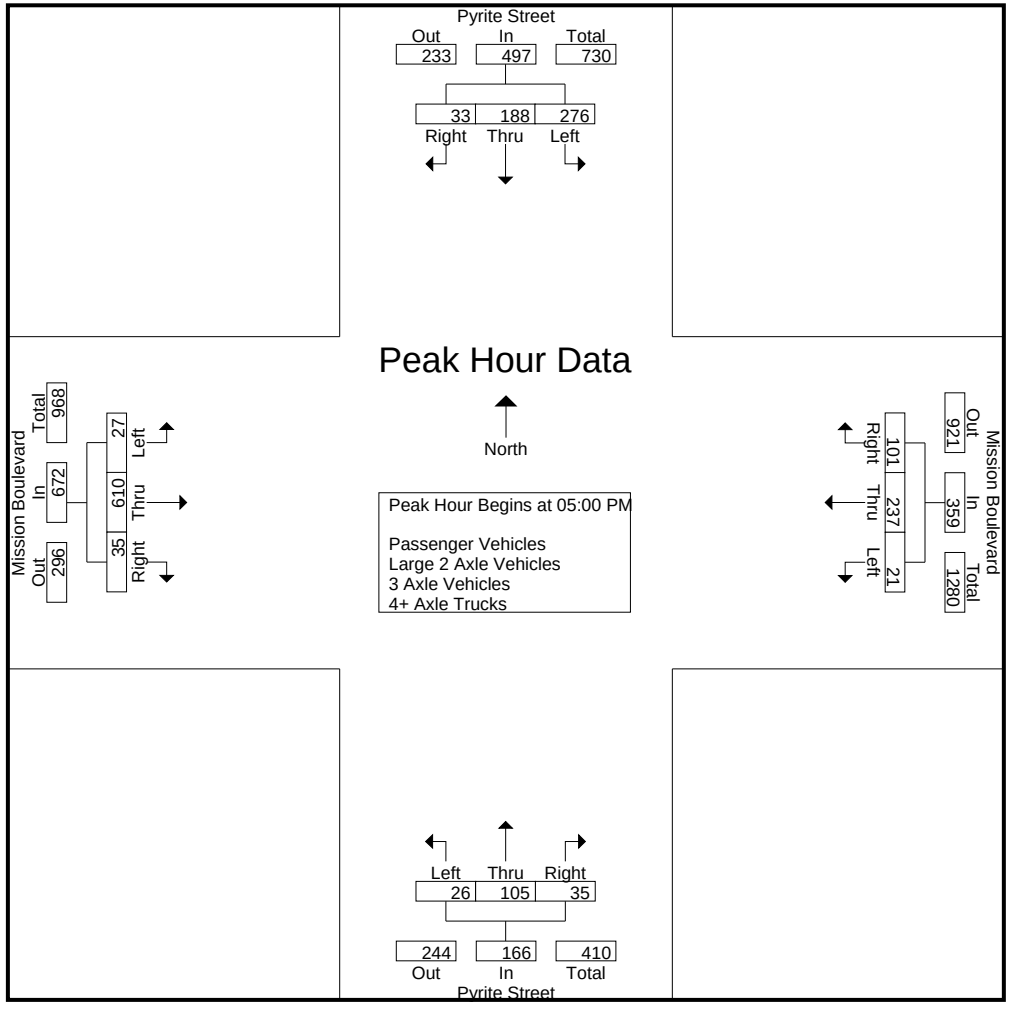

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Site Code : 05118409
Start Date : 5/17/2018
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	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				04:15 PM				05:00 PM				05:00 PM				
+0 mins.	75	47	9	131	7	58	38	**103**	7	26	7	40	5	137	7	149	
+15 mins.	67	44	4	115	10	52	**39**	101	6	24	7	37	7	142	6	155	
+30 mins.	54	48	9	111	**15**	56	22	93	**9**	**28**	**11**	**48**	6	150	**15**	171	
+45 mins.	**80**	**49**	**11**	**140**	6	**62**	23	91	4	27	10	41	**9**	**181**	7	**197**	
Total Volume	276	188	33	497	38	228	122	388	26	105	35	166	27	610	35	672	
% App. Total	55.5	37.8	6.6		9.8	58.8	31.4		15.7	63.3	21.1		4	90.8	5.2		
PHF	.863	.959	.750	.888	.633	.919	.782	.942	.722	.938	.795	.865	.750	.843	.583	.853	

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Groups Printed- Passenger Vehicles

	Pyrite Street Southbound					Mission Boulevard Westbound					Pyrite Street Northbound					Mission Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	53	50	11	0	114	1	39	20	5	60	4	30	16	9	50	10	86	0	0	96	14	320	334
04:15 PM	52	40	10	1	102	7	56	38	4	101	2	18	7	4	27	10	112	0	0	122	9	352	361
04:30 PM	58	56	15	2	129	9	51	39	5	99	0	18	13	5	31	6	78	0	0	84	12	343	355
04:45 PM	55	42	6	0	103	15	56	22	4	93	3	14	5	3	22	8	108	0	0	116	7	334	341
Total	218	188	42	3	448	32	202	119	18	353	9	80	41	21	130	34	384	0	0	418	42	1349	1391
05:00 PM	73	46	9	2	128	6	61	23	9	90	7	25	7	5	39	5	135	7	1	147	17	404	421
05:15 PM	67	43	4	1	114	4	59	26	4	89	6	24	7	3	37	7	139	6	0	152	8	392	400
05:30 PM	53	45	9	5	107	3	57	32	8	92	9	27	11	7	47	6	144	15	5	165	25	411	436
05:45 PM	79	49	11	4	139	7	54	19	11	80	4	26	10	6	40	9	179	7	2	195	23	454	477
Total	272	183	33	12	488	20	231	100	32	351	26	102	35	21	163	27	597	35	8	659	73	1661	1734
Grand Total	490	371	75	15	936	52	433	219	50	704	35	182	76	42	293	61	981	35	8	1077	115	3010	3125
Apprch %	52.4	39.6	8			7.4	61.5	31.1			11.9	62.1	25.9			5.7	91.1	3.2					
Total %	16.3	12.3	2.5		31.1	1.7	14.4	7.3		23.4	1.2	6	2.5		9.7	2	32.6	1.2		35.8	3.7	96.3	

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	73	46	9	128	6	**61**	23	90	7	25	7	39	5	135	7	147	404
05:15 PM	67	43	4	114	4	59	26	89	6	24	7	37	7	139	6	152	392
05:30 PM	53	45	9	107	3	57	**32**	**92**	**9**	**27**	**11**	**47**	6	144	**15**	165	411
05:45 PM	**79**	**49**	**11**	**139**	**7**	54	19	80	4	26	10	40	**9**	**179**	7	**195**	**454**
Total Volume	272	183	33	488	20	231	100	351	26	102	35	163	27	597	35	659	1661
% App. Total	55.7	37.5	6.8		5.7	65.8	28.5		16	62.6	21.5		4.1	90.6	5.3		
PHF	.861	.934	.750	.878	.714	.947	.781	.954	.722	.944	.795	.867	.750	.834	.583	.845	.915

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Site Code : 05118409
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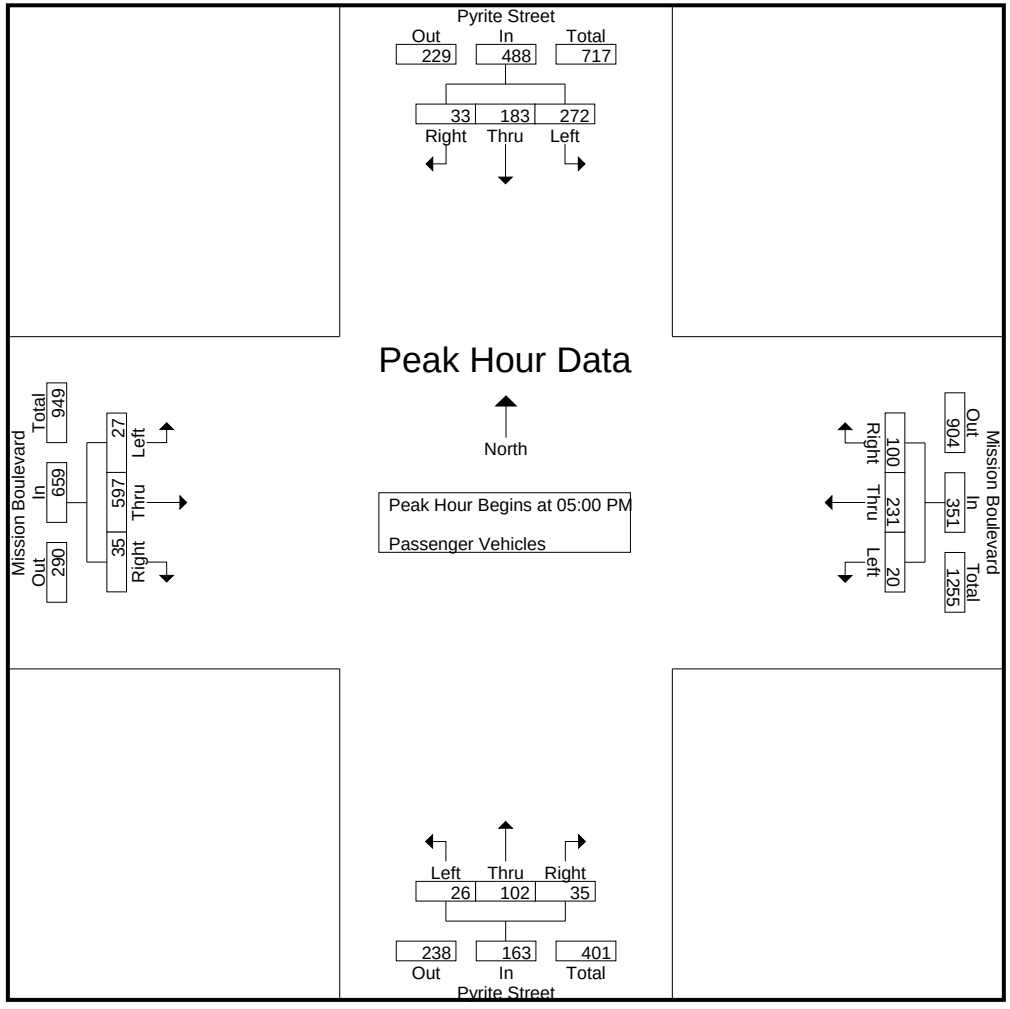

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	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	73	46	9	128	6	**61**	23	90	7	25	7	39	5	135	7	147	
+15 mins.	67	43	4	114	4	59	26	89	6	24	7	37	7	139	6	152	
+30 mins.	53	45	9	107	3	57	**32**	**92**	**9**	**27**	**11**	**47**	6	144	**15**	165	
+45 mins.	**79**	**49**	**11**	**139**	**7**	54	19	80	4	26	10	40	**9**	**179**	7	**195**	
Total Volume	272	183	33	488	20	231	100	351	26	102	35	163	27	597	35	659	
% App. Total	55.7	37.5	6.8		5.7	65.8	28.5		16	62.6	21.5		4.1	90.6	5.3		
PHF	.861	.934	.750	.878	.714	.947	.781	.954	.722	.944	.795	.867	.750	.834	.583	.845	

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Groups Printed- Large 2 Axle Vehicles

	Pyrite Street Southbound					Mission Boulevard Westbound					Pyrite Street Northbound					Mission Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	1	0	0	2	0	1	1	0	2	0	0	1	1	1	0	4	0	0	4	1	9	10
04:15 PM	1	3	1	0	5	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	10	10
04:30 PM	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	8	8
04:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	6
Total	6	5	1	0	12	1	4	1	0	6	0	0	1	1	1	1	13	0	0	14	1	33	34
05:00 PM	2	1	0	0	3	0	1	0	0	1	0	1	0	1	1	0	0	0	0	0	1	5	6
05:15 PM	0	1	0	0	1	0	3	1	0	4	0	0	0	1	0	0	3	0	0	3	1	8	9
05:30 PM	1	3	0	0	4	1	1	0	0	2	0	1	0	0	1	0	4	0	0	4	0	11	11
05:45 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	5	5
Total	4	5	0	0	9	1	6	1	0	8	0	3	0	2	3	0	9	0	0	9	2	29	31
Grand Total	10	10	1	0	21	2	10	2	0	14	0	3	1	3	4	1	22	0	0	23	3	62	65
Apprch %	47.6	47.6	4.8			14.3	71.4	14.3			0	75	25			4.3	95.7	0					
Total %	16.1	16.1	1.6		33.9	3.2	16.1	3.2		22.6	0	4.8	1.6		6.5	1.6	35.5	0		37.1	4.6	95.4	

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**2**	1	0	3	0	1	0	1	0	**1**	0	**1**	0	0	0	0	5
05:15 PM	0	1	0	1	0	**3**	**1**	**4**	0	0	0	0	0	3	0	3	8
05:30 PM	1	**3**	0	**4**	**1**	1	0	2	0	1	0	1	0	**4**	0	**4**	**11**
05:45 PM	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	2	5
Total Volume	4	5	0	9	1	6	1	8	0	3	0	3	0	9	0	9	29
% App. Total	44.4	55.6	0		12.5	75	12.5		0	100	0		0	100	0		
PHF	.500	.417	.000	.563	.250	.500	.250	.500	.000	.750	.000	.750	.000	.563	.000	.563	.659

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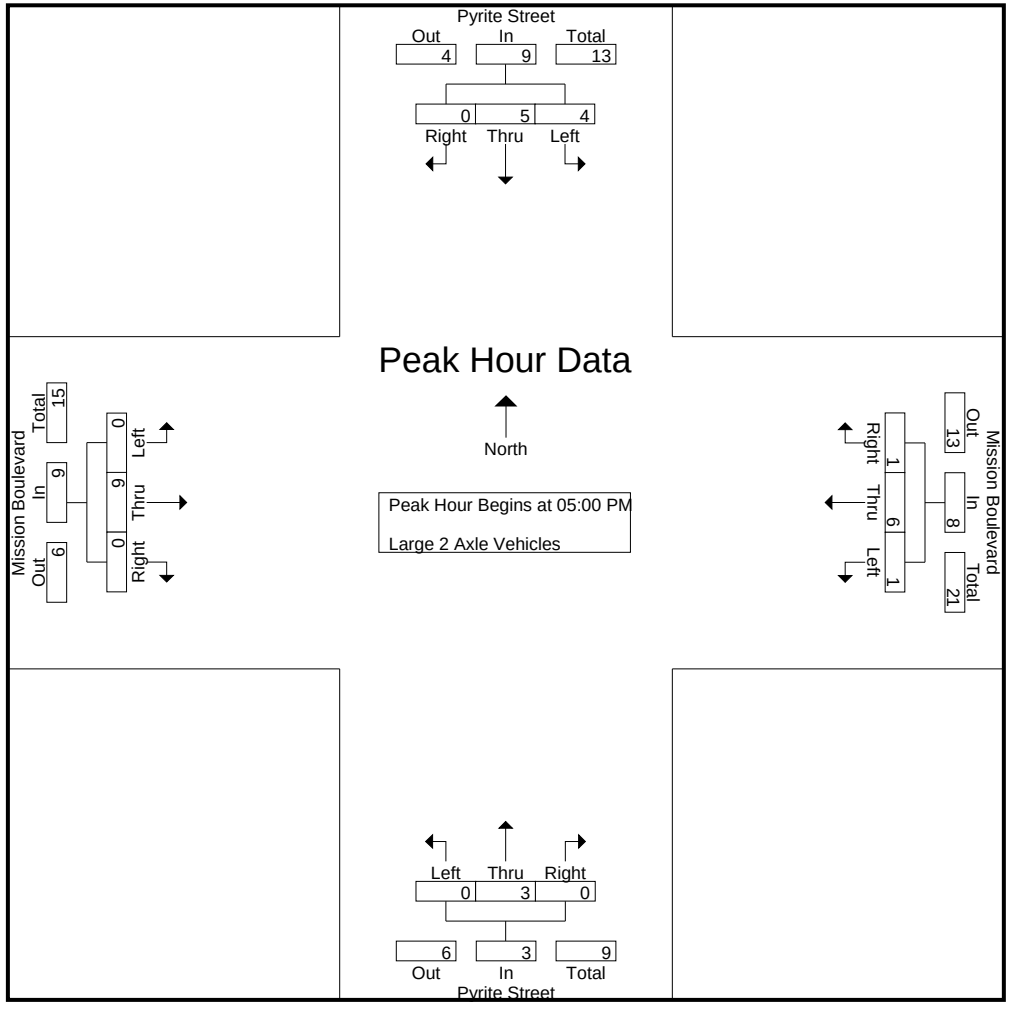

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	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	**2**	1	0	3	0	1	0	1	0	**1**	0	**1**	0	0	0	0	
+15 mins.	0	1	0	1	0	**3**	**1**	**4**	0	0	0	0	0	3	0	3	
+30 mins.	1	**3**	0	**4**	**1**	1	0	2	0	1	0	1	0	**4**	0	**4**	
+45 mins.	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	2	
Total Volume	4	5	0	9	1	6	1	8	0	3	0	3	0	9	0	9	
% App. Total	44.4	55.6	0		12.5	75	12.5		0	100	0		0	100	0		
PHF	.500	.417	.000	.563	.250	.500	.250	.500	.000	.750	.000	.750	.000	.563	.000	.563	

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Groups Printed- 3 Axle Vehicles

	Pyrite Street Southbound					Mission Boulevard Westbound					Pyrite Street Northbound					Mission Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	1	1	1	0	3	0	0	3	1	5	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	1	1	1	0	4	0	0	4	1	6	7
Apprch %	0	0	100			0	0	0			0	0	100			0	100	0					
Total %	0	0	16.7		16.7	0	0	0		0	0	0	16.7		16.7	0	66.7	0		66.7	14.3	85.7	

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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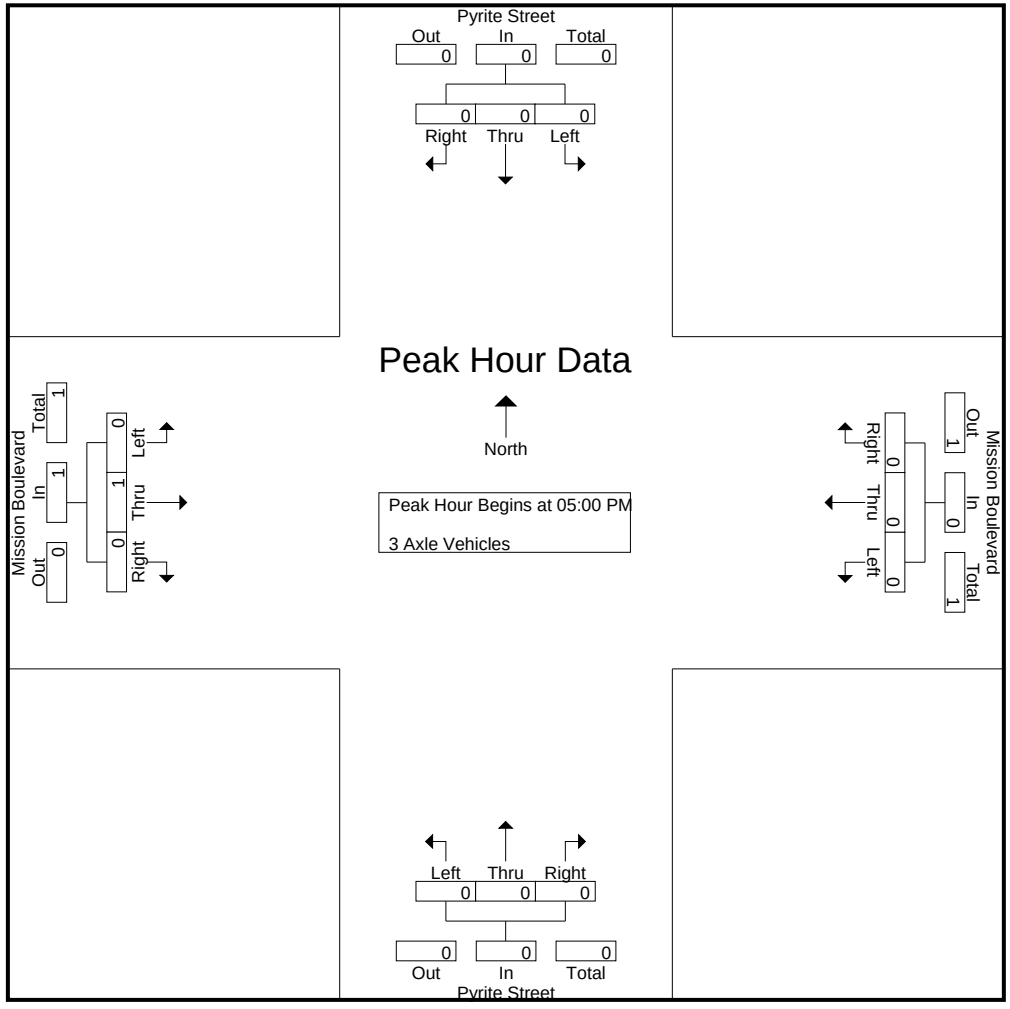
City of Jurupa Valley
N/S: Pyrite Street
E/W: Mission Boulevard
Weather: Clear

File Name : 06_JVY_Pyrite_Mission Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 2



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City of Jurupa Valley
N/S: Pyrite Street
E/W: Mission Boulevard
Weather: Clear

File Name : 06_JVY_Pyrite_Mission Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 3

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	

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City of Jurupa Valley
N/S: Pyrite Street
E/W: Mission Boulevard
Weather: Clear

File Name : 06_JVY_Pyrite_Mission Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 1

Groups Printed- 4+ Axle Trucks

	Pyrite Street Southbound					Mission Boulevard Westbound					Pyrite Street Northbound					Mission Boulevard Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	1	1	1	0	3	0	0	3	1	5	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	1	1	1	0	6	0	0	6	1	8	9
Apprch %	0	0	100			0	0	0			0	0	100			0	100	0					
Total %	0	0	12.5		12.5	0	0	0		0	0	0	12.5		12.5	0	75	0		75	11.1	88.9	

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.375

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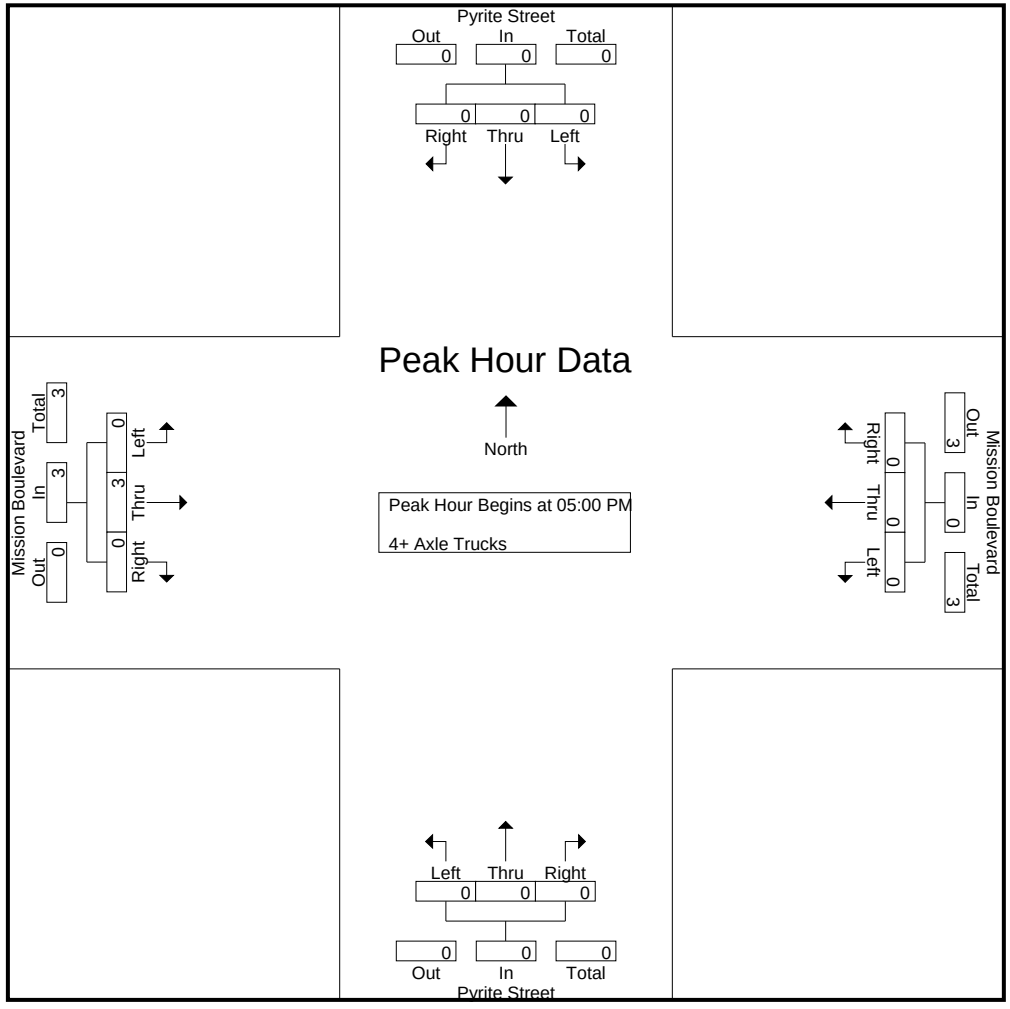
City of Jurupa Valley
N/S: Pyrite Street
E/W: Mission Boulevard
Weather: Clear

File Name : 06_JVY_Pyrite_Mission Thurs PM
Site Code : 05118409
Start Date : 5/17/2018
Page No : 2



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City of Jurupa Valley
N/S: Pyrite Street
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Weather: Clear

File Name : 06_JVY_Pyrite_Mission Thurs PM
Site Code : 05118409
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Page No : 3

	Pyrite Street Southbound				Mission Boulevard Westbound				Pyrite Street Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:00 PM				05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	

Location: Jurupa Valley
N/S: Pyrite Street
E/W: Mission Boulevard

Date: 5/17/2018
Day: Thursday

PEDESTRIANS

	North Leg Pyrite Street Pedestrians	East Leg Mission Boulevard Pedestrians	South Leg Pyrite Street Pedestrians	West Leg Mission Boulevard Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	2	0	0	2
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	3

	North Leg Pyrite Street Pedestrians	East Leg Mission Boulevard Pedestrians	South Leg Pyrite Street Pedestrians	West Leg Mission Boulevard Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	1	1	0	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	2	2
5:15 PM	0	0	0	1	1
5:30 PM	1	2	0	0	3
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	2	5	0	3	10

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951-268-6268

Location: Jurupa Valley
N/S: Pyrite Street
E/W: Mission Boulevard

Date: 5/17/2018
Day: Thursday

BICYCLES

	Southbound Pyrite Street			Westbound Mission Boulevard			Northbound Pyrite Street			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound Pyrite Street			Westbound Mission Boulevard			Northbound Pyrite Street			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	1	0	1	0	0	0	0	0	0	0	2

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951-268-6268

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Jurupa Valley	PROJECT #:	JN5285
Tue, Jan 12, 16	NORTH & SOUTH:	Pyrite	LOCATION #:	4
	EAST & WEST:	Galena	CONTROL:	STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Pyrite			SOUTHBOUND Pyrite			EASTBOUND Galena			WESTBOUND Galena				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0.5	ST 0.5	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	17	0	3	10	10	22	12	0	0	58	71	203	0	0	0	0	0
	7:15 AM	1	7	0	3	13	4	13	10	0	0	28	32	111	0	0	0	0	0
	7:30 AM	1	11	0	7	11	8	14	7	0	1	22	16	98	0	0	0	0	0
	7:45 AM	0	14	0	5	9	7	20	17	1	2	32	18	125	0	0	0	0	0
	8:00 AM	3	16	2	7	11	20	32	8	0	1	25	22	147	0	0	0	0	0
	8:15 AM	0	18	0	12	7	30	50	18	1	3	56	42	237	0	0	0	0	0
	8:30 AM	3	10	1	5	11	38	38	30	1	0	75	25	237	0	0	0	0	0
	8:45 AM	1	4	0	6	6	18	23	41	0	0	65	4	168	0	0	0	0	0
	9:00 AM	0	7	0	5	9	9	5	16	0	1	13	8	73	0	0	0	0	0
	9:15 AM	1	2	1	4	3	5	9	11	1	0	15	9	61	0	0	0	0	0
	9:30 AM	0	5	0	3	6	8	12	12	1	0	12	7	66	0	0	0	0	0
	9:45 AM	0	2	0	5	9	8	8	7	0	0	14	5	58	0	0	0	0	0
	VOLUMES	10	113	4	65	105	165	246	189	5	8	415	259	1,584	0	0	0	0	0
	APPROACH %	8%	89%	3%	19%	31%	49%	56%	43%	1%	1%	61%	38%						
	APP/DEPART	127	/	618	335	/	118	440	/	258	682	/	590	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	7	48	3	30	35	106	143	97	2	4	221	93	789					
	APPROACH %	12%	83%	5%	18%	20%	62%	59%	40%	1%	1%	69%	29%						
	PEAK HR FACTOR		0.690			0.792			0.877			0.787		0.832					
	APP/DEPART	58	/	284	171	/	41	242	/	130	318	/	334	0					
PM	03:00 PM	1	6	0	18	17	31	38	14	2	0	27	32	186	0	0	0	0	0
	3:15 PM	1	11	0	18	30	37	15	21	0	0	54	19	206	0	0	0	0	0
	3:30 PM	0	12	0	15	14	19	25	68	2	1	48	15	219	0	0	0	0	0
	3:45 PM	1	4	1	16	14	12	19	50	0	1	26	10	154	0	0	0	0	0
	4:00 PM	0	4	1	19	13	7	13	33	1	1	14	7	113	0	0	0	0	0
	4:15 PM	0	8	2	14	9	9	12	25	3	1	16	4	103	0	0	0	0	0
	4:30 PM	0	4	0	25	10	9	12	29	0	1	19	9	118	0	0	0	0	0
	4:45 PM	0	6	2	24	15	10	11	30	0	1	15	7	121	0	0	0	0	0
	5:00 PM	0	5	1	25	15	15	15	22	0	0	14	13	125	0	0	0	0	0
	5:15 PM	0	5	0	27	15	15	10	21	0	1	15	14	123	0	0	0	1	1
	5:30 PM	0	5	0	17	11	13	11	26	2	0	20	7	112	0	0	0	0	0
	5:45 PM	0	5	0	21	10	13	16	27	1	0	21	4	118	0	0	0	0	0
	VOLUMES	3	75	7	239	173	190	197	366	11	7	289	141	1,698	0	0	0	1	1
	APPROACH %	4%	88%	8%	40%	29%	32%	34%	64%	2%	2%	66%	32%						
	APP/DEPART	85	/	413	602	/	190	574	/	613	437	/	482	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	3	33	1	67	75	99	97	153	4	2	155	76	765					
	APPROACH %	8%	89%	3%	28%	31%	41%	38%	60%	2%	1%	67%	33%						
	PEAK HR FACTOR		0.771			0.709			0.668			0.798		0.873					
	APP/DEPART	37	/	206	241	/	81	254	/	221	233	/	257	0					

Pyrite

NORTH SIDE

Galena WEST SIDE

EAST SIDE **Galena**

SOUTH SIDE

Pyrite

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Jurupa Valley	PROJECT #:	JN5285
Tue, Jan 12, 16	NORTH & SOUTH:	Pyrite	LOCATION #:	5
	EAST & WEST:	Jurupa	CONTROL:	STOP S

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Pyrite			SOUTHBOUND Pyrite			EASTBOUND Jurupa			WESTBOUND Jurupa				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB X	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	2	0	11	13	63	0	0	99	4	192	0	0	0	0	0
	7:15 AM	0	0	0	0	0	12	6	55	0	0	73	3	149	0	0	0	0	0
	7:30 AM	0	0	0	1	0	10	13	73	0	0	75	0	172	0	0	0	0	0
	7:45 AM	0	0	0	3	0	7	9	96	0	0	75	0	190	0	0	0	0	0
	8:00 AM	0	0	0	0	0	6	20	94	0	0	72	6	198	0	0	0	0	0
	8:15 AM	0	0	0	4	0	6	15	97	0	0	76	1	199	0	0	0	0	0
	8:30 AM	0	0	0	2	0	9	9	83	0	0	70	0	173	0	0	0	0	0
	8:45 AM	0	0	0	3	0	6	5	73	0	0	70	1	158	0	0	0	0	0
	9:00 AM	0	0	0	0	0	9	5	76	0	0	51	2	143	0	0	0	0	0
	9:15 AM	0	0	0	0	0	3	4	53	0	0	50	0	110	0	0	0	0	0
	9:30 AM	0	0	0	0	0	6	3	49	0	0	45	2	105	0	0	0	0	0
	9:45 AM	0	0	0	2	0	8	2	42	0	0	31	0	85	0	0	0	0	0
	VOLUMES	0	0	0	17	0	93	104	854	0	0	787	19	1,874	0	0	0	0	0
	APPROACH %	0%	0%	0%	15%	0%	85%	11%	89%	0%	0%	98%	2%						
	APP/DEPART	0	/	123	110	/	0	958	/	871	806	/	880	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	9	0	28	53	370	0	0	293	7	760					
	APPROACH %	0%	0%	0%	24%	0%	76%	13%	87%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.000			0.841			0.928			0.962		0.955					
	APP/DEPART	0	/	60	37	/	0	423	/	379	300	/	321	0					
PM	03:00 PM	0	0	0	2	0	14	7	68	0	0	58	0	149	0	0	0	0	0
	3:15 PM	0	0	0	8	0	21	11	69	0	0	91	1	201	0	0	0	0	0
	3:30 PM	0	0	0	3	0	17	10	81	0	0	66	2	179	0	0	0	0	0
	3:45 PM	0	0	0	5	0	12	4	84	0	0	48	2	155	0	0	0	0	0
	4:00 PM	0	0	0	2	0	14	4	80	0	0	56	1	157	0	0	0	0	0
	4:15 PM	0	0	0	4	0	8	4	69	0	0	51	1	137	0	0	0	0	0
	4:30 PM	0	0	0	3	0	8	4	68	0	0	41	0	124	0	0	0	0	0
	4:45 PM	0	0	0	3	0	11	6	71	0	0	60	0	151	0	0	0	0	0
	5:00 PM	0	0	0	1	0	16	6	82	0	0	69	0	174	0	0	0	0	0
	5:15 PM	0	0	0	2	0	9	6	70	0	0	71	1	159	0	1	0	0	1
	5:30 PM	0	0	0	6	0	8	5	90	0	0	76	1	186	0	0	0	0	0
	5:45 PM	0	0	0	3	0	7	5	86	0	0	81	0	182	0	0	0	0	0
	VOLUMES	0	0	0	42	0	145	72	918	0	0	768	9	1,954	0	1	0	0	1
	APPROACH %	0%	0%	0%	22%	0%	78%	7%	93%	0%	0%	99%	1%						
	APP/DEPART	0	/	82	187	/	0	990	/	959	777	/	913	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	12	0	40	22	328	0	0	297	2	701					
	APPROACH %	0%	0%	0%	23%	0%	77%	6%	94%	0%	0%	99%	1%						
	PEAK HR FACTOR		0.000			0.765			0.921			0.923		0.942					
	APP/DEPART	0	/	25	52	/	0	350	/	339	299	/	337	0					

Pyrite

NORTH SIDE

Jurupa WEST SIDE EAST SIDE **Jurupa**

SOUTH SIDE

Pyrite

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:				
Wed, Nov 14, 18	LOCATION:	Jurupa Valley	PROJECT #:	SC1991
	NORTH & SOUTH:	Pedley	LOCATION #:	16
	EAST & WEST:	Mission	CONTROL:	SIGNAL

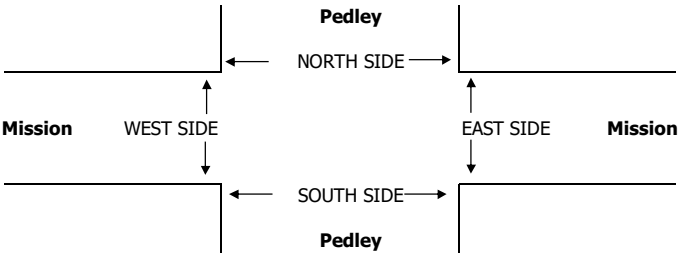
NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Pedley			SOUTHBOUND Pedley			EASTBOUND Mission			WESTBOUND Mission				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	2	0	1	1	1	1	2	0	1	2	0		0	0	0	0	
AM	7:00 AM	12	139	11	27	48	29	39	68	3	9	77	30	492	0	0	0	0	0
	7:15 AM	12	154	11	8	67	21	41	48	8	3	58	28	459	0	0	0	0	0
	7:30 AM	9	114	10	10	54	44	31	51	11	3	47	31	415	0	0	0	0	0
	7:45 AM	11	75	7	11	67	67	21	50	10	18	110	18	465	0	0	0	0	0
	8:00 AM	8	77	9	15	82	54	31	59	16	40	104	26	521	0	0	0	0	0
	8:15 AM	14	106	4	19	68	39	26	62	5	17	108	27	495	0	0	0	0	0
	8:30 AM	18	100	14	17	83	27	24	55	18	14	58	32	460	0	0	0	0	0
	8:45 AM	24	90	6	16	68	24	26	49	22	10	62	25	422	0	1	0	0	1
	VOLUMES	108	855	72	123	537	305	239	442	93	114	624	217	3,729	0	1	0	0	1
	APPROACH %	10%	83%	7%	13%	56%	32%	31%	57%	12%	12%	65%	23%						
	APP/DEPART	1,035	/	1,312	965	/	744	774	/	636	955	/	1,037	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	51	358	34	62	300	187	102	226	49	89	380	103	1,941					
	APPROACH %	12%	81%	8%	11%	55%	34%	27%	60%	13%	16%	66%	18%						
	PEAK HR FACTOR		0.839			0.909			0.889			0.841		0.931					
	APP/DEPART	443	/	563	549	/	438	377	/	322	572	/	618	0					
PM	4:00 PM	17	66	15	18	100	31	47	102	17	9	64	14	500	0	0	0	0	0
	4:15 PM	9	73	11	27	82	36	32	94	18	6	53	12	453	0	0	0	0	0
	4:30 PM	18	77	7	25	80	50	29	107	19	6	66	16	500	0	0	0	0	0
	4:45 PM	15	69	6	26	106	46	28	116	16	10	56	18	512	0	0	0	0	0
	5:00 PM	14	78	12	27	100	44	35	117	19	7	50	15	518	0	0	0	0	0
	5:15 PM	18	79	15	26	108	35	37	88	25	3	47	18	499	0	1	0	0	1
	5:30 PM	6	63	10	22	93	31	31	73	13	7	51	18	418	0	1	0	0	1
	5:45 PM	27	37	15	27	106	36	29	79	11	3	54	14	438	0	0	0	0	0
	VOLUMES	124	542	91	198	775	309	268	776	138	51	441	125	3,838	0	2	0	0	2
	APPROACH %	16%	72%	12%	15%	60%	24%	23%	66%	12%	8%	71%	20%						
	APP/DEPART	757	/	937	1,282	/	964	1,182	/	1,063	617	/	874	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	65	303	40	104	394	175	129	428	79	26	219	67	2,029					
	APPROACH %	16%	74%	10%	15%	59%	26%	20%	67%	12%	8%	70%	21%						
	PEAK HR FACTOR		0.911			0.945			0.930			0.886		0.979					
	APP/DEPART	408	/	500	673	/	499	636	/	571	312	/	459	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Jurupa Valley	PROJECT #:	JN5285
Tue, Jan 12, 16	NORTH & SOUTH:	Tyrolite	LOCATION #:	7
	EAST & WEST:	Mission	CONTROL:	STOP N

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Tyrolite			SOUTHBOUND Tyrolite			EASTBOUND Mission			WESTBOUND Mission				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	15	0	31	0	0	0	0	160	7	12	134	0	359	0	0	0	0	0
AM	7:15 AM	15	0	5	0	0	0	0	63	3	3	90	0	179	0	0	0	0	0
AM	7:30 AM	16	0	8	0	0	0	0	61	3	0	83	0	171	0	0	0	0	0
AM	7:45 AM	13	0	9	0	0	0	0	59	3	2	101	0	187	0	0	0	0	0
AM	8:00 AM	12	0	4	0	0	0	1	65	5	0	83	0	170	0	0	1	0	1
AM	8:15 AM	18	0	11	0	0	0	0	80	11	3	82	0	205	0	0	0	0	0
AM	8:30 AM	17	0	15	0	0	0	0	95	6	3	96	0	232	0	0	0	0	0
AM	8:45 AM	12	1	10	0	0	1	0	67	9	3	64	0	167	0	0	0	0	0
AM	9:00 AM	6	0	5	0	0	0	0	48	2	2	48	0	111	0	0	0	0	0
AM	9:15 AM	7	1	4	0	0	0	0	46	4	3	53	0	118	0	0	0	0	0
AM	9:30 AM	3	0	5	0	0	0	0	56	1	2	52	0	119	0	0	0	0	0
AM	9:45 AM	8	0	7	0	0	0	0	53	4	1	51	0	124	0	0	0	0	0
	VOLUMES	142	2	114	0	0	1	1	853	58	34	937	0	2,142	0	0	1	0	1
	APPROACH %	55%	1%	44%	0%	0%	100%	0%	94%	6%	4%	96%	0%						
	APP/DEPART	258	/	2	1	/	92	912	/	967	971	/	1,081	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	59	0	53	0	0	0	0	343	16	17	408	0	896					
	APPROACH %	53%	0%	47%	0%	0%	0%	0%	96%	4%	4%	96%	0%						
	PEAK HR FACTOR		0.609			0.000			0.537			0.728		0.624					
	APP/DEPART	112	/	0	0	/	33	359	/	396	425	/	467	0					
PM	03:00 PM	5	0	8	0	0	0	0	84	16	2	71	0	186	0	0	0	0	0
PM	3:15 PM	13	0	11	0	0	0	0	137	24	7	84	0	276	0	0	0	0	0
PM	3:30 PM	10	0	11	0	0	0	0	148	11	5	73	0	258	0	0	0	0	0
PM	3:45 PM	8	0	13	0	0	0	0	124	14	3	87	0	249	0	0	0	0	0
PM	4:00 PM	9	0	5	0	0	0	0	120	5	2	62	0	203	0	0	0	0	0
PM	4:15 PM	6	1	5	0	0	0	0	128	11	8	76	0	235	0	0	0	0	0
PM	4:30 PM	10	0	3	0	0	0	0	149	10	7	75	0	254	0	0	0	0	0
PM	4:45 PM	7	0	4	0	0	0	0	140	10	6	88	0	255	0	0	0	0	0
PM	5:00 PM	6	0	9	0	0	0	0	150	8	2	68	0	243	0	0	0	0	0
PM	5:15 PM	5	0	2	0	0	0	0	150	8	6	68	0	239	0	0	0	0	0
PM	5:30 PM	7	0	5	0	0	0	0	141	7	5	77	0	242	0	0	0	0	0
PM	5:45 PM	11	0	11	0	0	0	0	133	8	3	55	0	221	0	0	0	0	0
	VOLUMES	97	1	87	0	0	0	0	1,604	132	56	884	0	2,861	0	0	0	0	0
	APPROACH %	52%	1%	47%	0%	0%	0%	0%	92%	8%	6%	94%	0%						
	APP/DEPART	185	/	1	0	/	188	1,736	/	1,691	940	/	981	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	28	0	18	0	0	0	0	589	36	21	299	0	991					
	APPROACH %	61%	0%	39%	0%	0%	0%	0%	94%	6%	7%	93%	0%						
	PEAK HR FACTOR		0.767			0.000			0.983			0.851		0.972					
	APP/DEPART	46	/	0	0	/	57	625	/	607	320	/	327	0					

Tyrolite

NORTH SIDE

Mission WEST SIDE EAST SIDE **Mission**

SOUTH SIDE

Tyrolite

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Jurupa Valley	PROJECT #:	JN5285
Tue, Jan 12, 16	NORTH & SOUTH:	Camino	LOCATION #:	8
	EAST & WEST:	Mission	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Camino			SOUTHBOUND Camino			EASTBOUND Mission			WESTBOUND Mission				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB X	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	45	24	61	5	22	19	32	56	30	22	58	10	384	0	0	17	0	17
	7:15 AM	31	17	20	5	4	1	6	63	9	7	52	7	222	0	0	1	0	1
	7:30 AM	29	17	14	7	12	6	11	56	10	11	40	5	218	0	0	0	1	1
	7:45 AM	18	16	11	10	18	13	9	47	13	18	74	5	252	0	0	0	0	0
	8:00 AM	14	18	14	7	17	4	5	45	20	13	53	4	214	0	0	0	0	0
	8:15 AM	22	8	8	5	8	5	6	64	19	8	44	4	201	0	0	0	0	0
	8:30 AM	29	8	14	4	4	7	7	71	24	4	93	2	267	0	0	0	0	0
	8:45 AM	18	6	9	3	1	2	6	73	12	4	52	4	190	0	0	1	0	1
	9:00 AM	16	8	2	1	6	4	7	45	10	3	49	2	153	0	0	0	0	0
	9:15 AM	14	4	10	2	1	3	0	43	8	3	44	1	133	0	0	0	0	0
	9:30 AM	15	4	5	2	3	3	2	50	7	8	30	0	129	0	0	0	0	0
	9:45 AM	12	4	10	2	1	5	2	34	10	8	40	2	130	0	0	0	0	0
	VOLUMES	263	134	178	53	97	72	93	647	172	109	629	46	2,493	0	0	19	1	20
	APPROACH %	46%	23%	31%	24%	44%	32%	10%	71%	19%	14%	80%	6%						
	APP/DEPART	575	/	254	222	/	377	912	/	879	784	/	983	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	123	74	106	27	56	39	58	222	62	58	224	27	1,076					
	APPROACH %	41%	24%	35%	22%	46%	32%	17%	65%	18%	19%	72%	9%						
	PEAK HR FACTOR		0.583			0.663			0.725			0.796		0.701					
	APP/DEPART	303	/	141	122	/	175	342	/	356	309	/	404	0					
PM	03:00 PM	15	8	11	8	18	11	4	81	20	15	67	3	261	0	0	0	0	0
	3:15 PM	26	14	25	13	6	9	5	106	29	16	50	4	303	0	0	0	0	0
	3:30 PM	14	11	20	3	10	7	2	137	27	22	53	3	309	0	0	0	0	0
	3:45 PM	14	7	10	17	9	7	17	95	29	9	70	8	292	0	0	1	0	1
	4:00 PM	16	9	12	9	11	5	8	88	29	13	53	2	255	0	0	0	0	0
	4:15 PM	15	9	10	9	18	9	3	79	27	17	52	5	253	0	0	0	0	0
	4:30 PM	13	7	11	7	14	8	7	89	19	12	43	4	234	0	0	0	0	0
	4:45 PM	16	10	20	9	12	15	4	123	25	30	62	3	329	0	0	1	0	1
	5:00 PM	13	11	18	5	14	8	5	105	30	24	47	2	282	0	0	0	1	1
	5:15 PM	19	6	18	11	15	17	7	118	30	21	51	7	320	0	0	0	0	0
	5:30 PM	19	8	11	6	13	13	3	109	38	18	63	2	303	0	0	0	1	1
	5:45 PM	21	8	19	6	7	5	4	86	39	26	47	6	274	0	0	0	1	1
	VOLUMES	201	108	185	103	147	114	69	1,216	342	223	658	49	3,415	0	0	2	3	5
	APPROACH %	41%	22%	37%	28%	40%	31%	4%	75%	21%	24%	71%	5%						
	APP/DEPART	494	/	224	364	/	709	1,627	/	1,507	930	/	975	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	67	35	67	31	54	53	19	455	123	93	223	14	1,234					
	APPROACH %	40%	21%	40%	22%	39%	38%	3%	76%	21%	28%	68%	4%						
	PEAK HR FACTOR		0.918			0.802			0.963			0.868		0.938					
	APP/DEPART	169	/	67	138	/	268	597	/	555	330	/	344	0					

Camino

NORTH SIDE

Mission WEST SIDE EAST SIDE **Mission**

SOUTH SIDE

Camino

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

City of Jurupa Valley
N/S: Valley Way
E/W: Mission Boulevard
Weather: Clear

File Name : 01_JVY_Valley_Mission AM
Site Code : 21119636
Start Date : 9/18/2019
Page No : 1

Groups Printed- Total Volume

	Valley Way Southbound				Mission Boulevard Westbound				Valley Way Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	63	72	106	241	13	88	142	243	2	104	5	111	66	91	14	171	766
07:15 AM	63	64	93	220	4	58	142	204	0	131	9	140	62	79	6	147	711
07:30 AM	76	84	87	247	5	58	152	215	4	120	4	128	65	68	1	134	724
07:45 AM	87	81	70	238	13	51	153	217	4	100	14	118	57	76	4	137	710
Total	289	301	356	946	35	255	589	879	10	455	32	497	250	314	25	589	2911
08:00 AM	87	82	73	242	13	47	141	201	0	76	11	87	72	84	6	162	692
08:15 AM	111	73	91	275	11	34	131	176	3	110	6	119	65	73	1	139	709
08:30 AM	66	74	51	191	9	42	139	190	1	97	6	104	67	61	5	133	618
08:45 AM	72	69	77	218	22	31	157	210	1	73	9	83	47	49	2	98	609
Total	336	298	292	926	55	154	568	777	5	356	32	393	251	267	14	532	2628
Grand Total	625	599	648	1872	90	409	1157	1656	15	811	64	890	501	581	39	1121	5539
Apprch %	33.4	32	34.6		5.4	24.7	69.9		1.7	91.1	7.2		44.7	51.8	3.5		
Total %	11.3	10.8	11.7	33.8	1.6	7.4	20.9	29.9	0.3	14.6	1.2	16.1	9	10.5	0.7	20.2	

	Valley Way Southbound				Mission Boulevard Westbound				Valley Way Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	63	72	**106**	241	**13**	**88**	142	**243**	2	104	5	111	**66**	**91**	**14**	**171**	**766**
07:15 AM	63	64	93	220	4	58	142	204	0	**131**	9	**140**	62	79	6	147	711
07:30 AM	76	**84**	87	**247**	5	58	152	215	**4**	120	4	128	65	68	1	134	724
07:45 AM	**87**	81	70	238	13	51	**153**	217	4	100	**14**	118	57	76	4	137	710
Total Volume	289	301	356	946	35	255	589	879	10	455	32	497	250	314	25	589	2911
% App. Total	30.5	31.8	37.6		4	29	67		2	91.5	6.4		42.4	53.3	4.2		
PHF	.830	.896	.840	.957	.673	.724	.962	.904	.625	.868	.571	.888	.947	.863	.446	.861	.950

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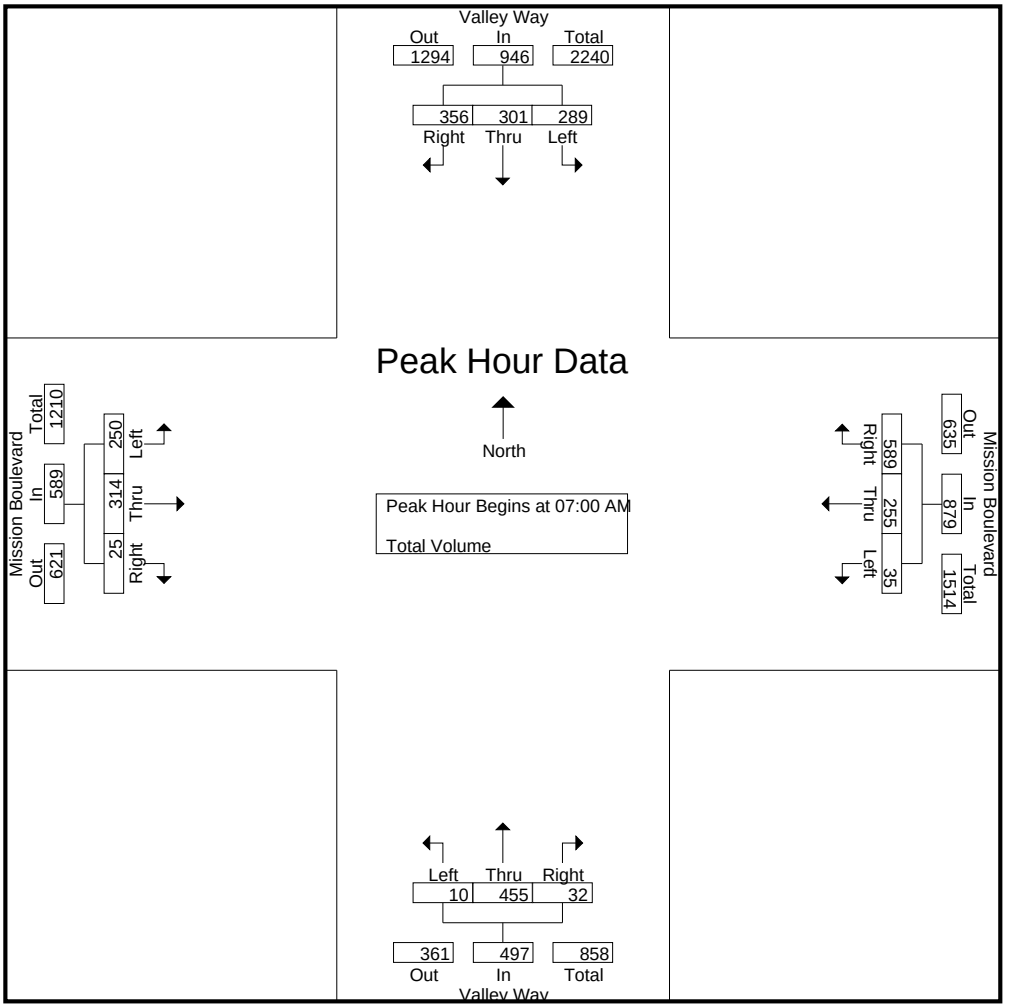
File Name : 01_JVY_Valley_Mission AM
Site Code : 21119636
Start Date : 9/18/2019
Page No : 2



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

	07:30 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	76	**84**	87	247	**13**	**88**	142	**243**	2	104	5	111	**66**	**91**	**14**	**171**
+15 mins.	87	81	70	238	4	58	142	204	0	**131**	9	**140**	62	79	6	147
+30 mins.	87	82	73	242	5	58	152	215	**4**	120	4	128	65	68	1	134
+45 mins.	**111**	73	**91**	**275**	13	51	**153**	217	4	100	**14**	118	57	76	4	137
Total Volume	361	320	321	1002	35	255	589	879	10	455	32	497	250	314	25	589
% App. Total	36	31.9	32		4	29	67		2	91.5	6.4		42.4	53.3	4.2	
PHF	.813	.952	.882	.911	.673	.724	.962	.904	.625	.868	.571	.888	.947	.863	.446	.861

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City of Jurupa Valley
N/S: Valley Way
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Weather: Clear

File Name : 01_JVY_Valley_Mission PM
Site Code : 21119636
Start Date : 9/18/2019
Page No : 1

Groups Printed- Total Volume

	Valley Way Southbound				Mission Boulevard Westbound				Valley Way Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	99	100	57	256	10	35	101	146	4	94	20	118	133	173	6	312	832
04:15 PM	83	75	57	215	18	44	106	168	2	71	16	89	166	219	5	390	862
04:30 PM	117	89	49	255	11	48	92	151	4	72	16	92	138	193	2	333	831
04:45 PM	109	71	39	219	13	35	98	146	2	94	19	115	193	213	6	412	892
Total	408	335	202	945	52	162	397	611	12	331	71	414	630	798	19	1447	3417
05:00 PM	112	85	49	246	18	38	114	170	3	79	16	98	167	239	5	411	925
05:15 PM	99	75	33	207	18	49	94	161	3	102	24	129	141	220	6	367	864
05:30 PM	89	59	49	197	13	60	89	162	3	85	24	112	157	267	4	428	899
05:45 PM	110	109	39	258	12	47	108	167	4	116	19	139	153	227	4	384	948
Total	410	328	170	908	61	194	405	660	13	382	83	478	618	953	19	1590	3636
Grand Total	818	663	372	1853	113	356	802	1271	25	713	154	892	1248	1751	38	3037	7053
Apprch %	44.1	35.8	20.1		8.9	28	63.1		2.8	79.9	17.3		41.1	57.7	1.3		
Total %	11.6	9.4	5.3	26.3	1.6	5	11.4	18	0.4	10.1	2.2	12.6	17.7	24.8	0.5	43.1	

	Valley Way Southbound				Mission Boulevard Westbound				Valley Way Northbound				Mission Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**112**	85	**49**	246	**18**	38	**114**	**170**	3	79	16	98	**167**	239	5	411	925
05:15 PM	99	75	33	207	18	49	94	161	3	102	**24**	129	141	220	**6**	367	864
05:30 PM	89	59	49	197	13	**60**	89	162	3	85	24	112	157	**267**	4	**428**	899
05:45 PM	110	**109**	39	**258**	12	47	108	167	**4**	**116**	19	**139**	153	227	4	384	**948**
Total Volume	410	328	170	908	61	194	405	660	13	382	83	478	618	953	19	1590	3636
% App. Total	45.2	36.1	18.7		9.2	29.4	61.4		2.7	79.9	17.4		38.9	59.9	1.2		
PHF	.915	.752	.867	.880	.847	.808	.888	.971	.813	.823	.865	.860	.925	.892	.792	.929	.959

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City of Jurupa Valley
N/S: Valley Way
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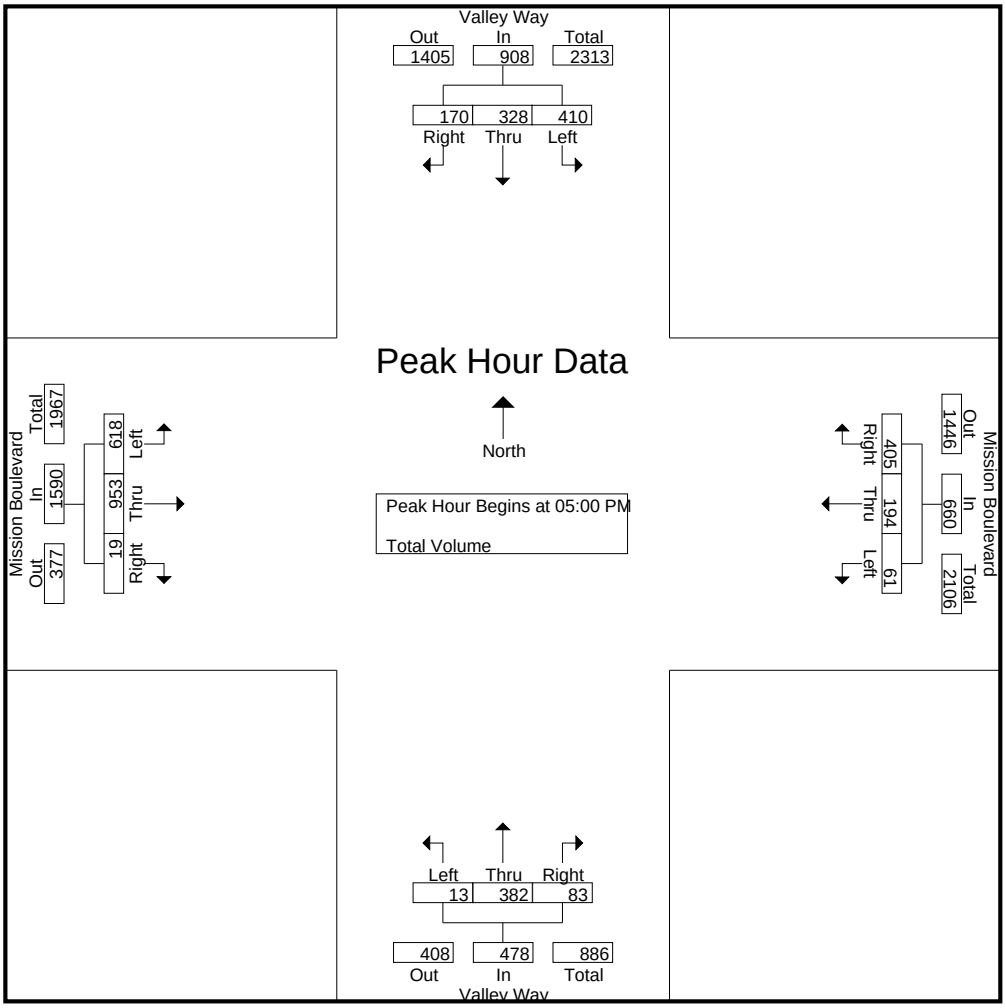
File Name : 01_JVY_Valley_Mission PM
Site Code : 21119636
Start Date : 9/18/2019
Page No : 2



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

	04:00 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	99	**100**	**57**	**256**	**18**	38	**114**	**170**	3	79	16	98	**193**	213	**6**	412
+15 mins.	83	75	57	215	18	49	94	161	3	102	**24**	129	167	239	5	411
+30 mins.	**117**	89	49	255	13	**60**	89	162	3	85	24	112	141	220	6	367
+45 mins.	109	71	39	219	12	47	108	167	**4**	**116**	19	**139**	157	**267**	4	**428**
Total Volume	408	335	202	945	61	194	405	660	13	382	83	478	658	939	21	1618
% App. Total	43.2	35.4	21.4		9.2	29.4	61.4		2.7	79.9	17.4		40.7	58	1.3	
PHF	.872	.838	.886	.923	.847	.808	.888	.971	.813	.823	.865	.860	.852	.879	.875	.945

Location: Jurupa Valley
N/S: Valley Way
E/W: Mission Boulevard

Date: 9/18/2019
Day: Wednesday

PEDESTRIANS

	North Leg Valley Way	East Leg Mission Boulevard	South Leg Valley Way	West Leg Mission Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	1	1	4
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	0	1	1	2
8:00 AM	0	0	2	1	3
8:15 AM	0	0	0	0	0
8:30 AM	0	0	3	2	5
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	0	4	7	5	16

	North Leg Valley Way	East Leg Mission Boulevard	South Leg Valley Way	West Leg Mission Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	2	0	3
4:15 PM	0	0	0	1	1
4:30 PM	0	0	1	1	2
4:45 PM	0	0	2	1	3
5:00 PM	0	1	0	4	5
5:15 PM	0	2	0	1	3
5:30 PM	0	0	0	0	0
5:45 PM	0	1	3	3	7
TOTAL VOLUMES:	0	5	8	11	24

Location: Jurupa Valley
N/S: Valley Way
E/W: Mission Boulevard

Date: 9/18/2019
Day: Wednesday

BICYCLES

	Southbound Valley Way			Westbound Mission Boulevard			Northbound Valley Way			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	1	0	0	0	0	0	0	0	1	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	2	1	1	0	0	0	0	1	0	0	2	0	7

	Southbound Valley Way			Westbound Mission Boulevard			Northbound Valley Way			Eastbound Mission Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	1	1	0	0	0	0	0	1	2	0	6

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

INTERSECTION TURNING MOVEMENT COUNTS

T218

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

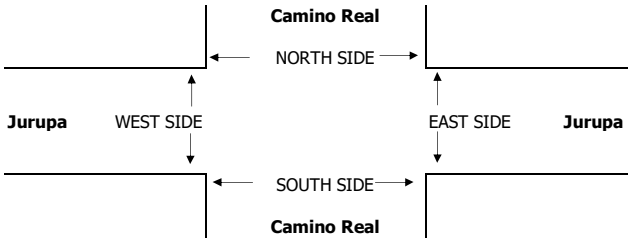
DATE:	LOCATION:	Jurupa Valley	PROJECT #:	SC2585
Thu, May 21, 20	NORTH & SOUTH:	Camino Real	LOCATION #:	1
	EAST & WEST:	Jurupa	CONTROL:	SIGNAL

NOTES:

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

☑ Add U-Turns to Left Turns

		NORTHBOUND Camino Real			SOUTHBOUND Camino Real			EASTBOUND Jurupa			WESTBOUND Jurupa				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0.5	0.5	1	1	1	0	1	1	0		0	0	0	0	
AM	7:00 AM	4	15	20	1	15	1	2	29	3	10	25	1	126	0	0	0	0	0
	7:15 AM	6	17	17	0	7	5	0	37	2	14	28	2	135	0	0	0	0	0
	7:30 AM	0	21	31	1	4	2	0	43	2	10	26	1	141	0	0	0	0	0
	7:45 AM	5	16	21	2	10	3	2	37	1	27	40	6	170	0	0	0	0	0
	8:00 AM	6	20	29	0	7	0	2	29	2	16	19	2	132	0	0	0	0	0
	8:15 AM	2	28	31	1	13	2	1	27	3	20	29	0	157	0	0	0	0	0
	8:30 AM	3	16	24	2	8	6	3	39	2	26	17	2	148	0	0	0	0	0
	8:45 AM	3	17	30	1	9	1	1	29	10	20	34	0	155	0	0	0	0	0
	VOLUMES	29	150	203	8	73	20	11	270	25	143	218	14	1,164	0	0	0	0	0
	APPROACH %	8%	39%	53%	8%	72%	20%	4%	88%	8%	38%	58%	4%						
	APP/DEPART	382	/	175	101	/	241	306	/	481	375	/	267	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	16	80	105	5	38	11	8	132	8	89	105	10	607					
	APPROACH %	8%	40%	52%	9%	70%	20%	5%	89%	5%	44%	51%	5%						
	PEAK HR FACTOR		0.824			0.844			0.841			0.699		0.893					
	APP/DEPART	201	/	98	54	/	135	148	/	242	204	/	132	0					
PM	4:00 PM	9	18	43	1	37	5	7	62	7	40	63	6	298	0	0	0	0	0
	4:15 PM	8	30	21	0	25	9	6	51	9	38	53	4	254	0	0	0	0	0
	4:30 PM	5	22	35	4	33	5	6	47	6	34	36	3	236	0	0	0	0	0
	4:45 PM	8	26	25	3	31	2	5	63	13	29	53	3	261	0	0	0	0	0
	5:00 PM	7	25	21	1	36	2	1	56	8	43	51	5	256	0	0	0	0	0
	5:15 PM	7	20	38	2	31	6	1	54	11	36	48	1	255	0	0	0	0	0
	5:30 PM	4	15	40	4	27	1	4	40	11	37	56	4	243	0	0	0	0	0
	5:45 PM	7	17	24	1	29	4	4	35	7	34	45	4	211	0	0	0	0	0
	VOLUMES	55	173	247	16	249	34	34	408	72	291	405	30	2,014	0	0	0	0	0
	APPROACH %	12%	36%	52%	5%	83%	11%	7%	79%	14%	40%	56%	4%						
	APP/DEPART	475	/	237	299	/	612	514	/	671	726	/	494	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	30	96	124	8	126	21	24	223	35	141	205	16	1,049					
	APPROACH %	12%	38%	50%	5%	81%	14%	9%	79%	12%	39%	57%	4%						
	PEAK HR FACTOR		0.893			0.901			0.870			0.830		0.880					
	APP/DEPART	250	/	136	155	/	302	282	/	355	362	/	256	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:45 AM			0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:00 PM			0	0	0	0	0					

INTERSECTION TURNING MOVEMENT COUNTS

T218

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

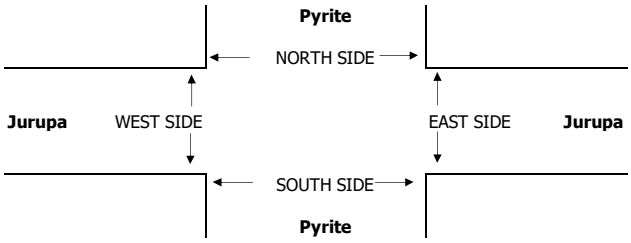
DATE:	LOCATION:	Jurupa Valley	PROJECT #:	SC2585
Thu, May 21, 20	NORTH & SOUTH:	Pyrite	LOCATION #:	2
	EAST & WEST:	Jurupa	CONTROL:	STOP S

NOTES:

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

☑ Add U-Turns to Left Turns

		NORTHBOUND Pyrite			SOUTHBOUND Pyrite			EASTBOUND Jurupa			WESTBOUND Jurupa				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	10	3	30	0	0	25	3	71	0	0	0	0	0
	7:15 AM	0	0	0	2	0	7	7	37	0	0	24	1	78	0	0	0	0	0
	7:30 AM	0	0	0	1	0	4	5	41	0	0	26	0	77	0	0	0	0	0
	7:45 AM	0	0	0	1	0	8	8	30	0	0	40	1	88	0	0	0	0	0
	8:00 AM	0	0	0	2	0	4	5	21	0	0	19	1	52	0	0	0	0	0
	8:15 AM	0	0	0	3	0	4	7	21	0	0	25	1	61	0	0	1	0	1
	8:30 AM	0	0	0	1	0	7	4	39	0	0	23	1	75	0	0	0	0	0
	8:45 AM	0	0	0	0	0	6	2	29	0	0	33	1	71	0	0	0	0	0
	VOLUMES	0	0	0	10	0	50	41	248	0	0	215	9	573	0	0	1	0	1
	APPROACH %	0%	0%	0%	17%	0%	83%	14%	86%	0%	0%	96%	4%						
	APP/DEPART	0	/	49	60	/	0	289	/	258	224	/	266	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	4	0	29	23	138	0	0	115	5	314					
	APPROACH %	0%	0%	0%	12%	0%	88%	14%	86%	0%	0%	96%	4%						
	PEAK HR FACTOR		0.000			0.825			0.875			0.732		0.892					
	APP/DEPART	0	/	28	33	/	0	161	/	142	120	/	144	0					
PM	4:00 PM	0	0	0	5	0	11	5	63	0	0	45	2	131	0	0	0	0	0
	4:15 PM	0	0	0	3	0	12	7	52	0	0	66	2	142	0	0	0	0	0
	4:30 PM	0	0	0	4	0	13	11	55	0	0	38	0	121	0	0	0	0	0
	4:45 PM	0	0	0	2	0	9	8	71	0	0	46	1	137	0	0	0	0	0
	5:00 PM	0	0	0	4	0	14	3	47	0	0	34	1	103	0	0	0	0	0
	5:15 PM	0	0	0	3	0	12	5	71	0	0	43	1	135	0	0	0	0	0
	5:30 PM	0	0	0	3	0	16	2	45	0	0	53	0	119	0	0	0	0	0
	5:45 PM	0	0	0	5	0	10	6	41	0	0	42	0	104	0	0	0	0	0
	VOLUMES	0	0	0	29	0	97	47	445	0	0	367	7	992	0	0	0	0	0
	APPROACH %	0%	0%	0%	23%	0%	77%	10%	90%	0%	0%	98%	2%						
	APP/DEPART	0	/	54	126	/	0	492	/	474	374	/	464	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	14	0	45	31	241	0	0	195	5	531					
	APPROACH %	0%	0%	0%	24%	0%	76%	11%	89%	0%	0%	98%	3%						
	PEAK HR FACTOR		0.000			0.868			0.861			0.735		0.935					
	APP/DEPART	0	/	36	59	/	0	272	/	255	200	/	240	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:00 AM			0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:00 PM			0	0	0	0	0					

INTERSECTION TURNING MOVEMENT COUNTS

T218

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

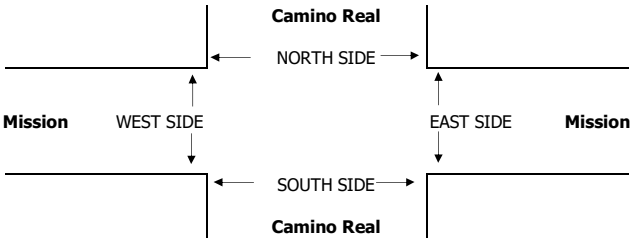
DATE:	LOCATION:	Jurupa Valley	PROJECT #:	SC2585
Thu, May 21, 20	NORTH & SOUTH:	Camino Real	LOCATION #:	3
	EAST & WEST:	Mission	CONTROL:	SIGNAL

NOTES:

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

☑ Add U-Turns to Left Turns

		NORTHBOUND Camino Real			SOUTHBOUND Camino Real			EASTBOUND Mission			WESTBOUND Mission				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	12	2	8	5	2	1	0	28	3	5	34	3	103	0	0	0	0	0
AM	7:15 AM	9	5	4	5	5	1	1	26	2	7	21	0	86	0	0	0	0	0
AM	7:30 AM	13	5	6	3	2	4	1	30	2	6	38	3	113	0	0	0	0	0
AM	7:45 AM	13	5	4	5	6	2	4	32	4	2	36	1	114	0	0	0	0	0
AM	8:00 AM	12	4	9	3	1	1	3	23	1	7	38	0	102	0	0	0	0	0
AM	8:15 AM	17	5	6	6	6	1	2	35	5	4	32	3	122	0	0	0	0	0
AM	8:30 AM	16	6	6	4	3	1	2	26	3	5	33	3	108	0	0	0	0	0
AM	8:45 AM	18	3	1	5	3	2	0	30	7	5	26	3	103	0	0	0	0	0
AM	VOLUMES	110	35	44	36	28	13	13	230	27	41	258	16	851	0	0	0	0	0
AM	APPROACH %	58%	19%	23%	47%	36%	17%	5%	85%	10%	13%	82%	5%						
AM	APP/DEPART	189	/	64	77	/	96	270	/	310	315	/	381	0					
AM	BEGIN PEAK HR		7:30 AM																
AM	VOLUMES	55	19	25	17	15	8	10	120	12	19	144	7	451					
AM	APPROACH %	56%	19%	25%	43%	38%	20%	7%	85%	8%	11%	85%	4%						
AM	PEAK HR FACTOR		0.884			0.769			0.845			0.904		0.924					
AM	APP/DEPART	99	/	36	40	/	46	142	/	162	170	/	207	0					
PM	4:00 PM	9	3	13	8	6	2	7	71	21	15	40	5	200	0	0	0	0	0
PM	4:15 PM	16	5	24	12	10	4	10	84	15	13	68	6	267	1	0	0	0	1
PM	4:30 PM	8	13	8	2	7	6	7	69	19	11	70	3	223	1	0	0	0	1
PM	4:45 PM	14	6	15	9	11	5	11	89	23	11	61	4	259	0	0	0	0	0
PM	5:00 PM	12	10	10	2	5	10	6	86	16	14	49	3	223	0	0	0	0	0
PM	5:15 PM	7	11	8	11	11	4	6	83	29	14	41	4	229	0	0	0	0	0
PM	5:30 PM	10	5	8	2	3	4	9	54	20	6	57	2	180	0	0	0	0	0
PM	5:45 PM	11	4	6	5	5	4	6	83	22	11	68	4	229	0	0	0	1	1
PM	VOLUMES	87	57	92	51	58	39	62	619	165	95	454	31	1,810	2	0	0	1	3
PM	APPROACH %	37%	24%	39%	34%	39%	26%	7%	73%	20%	16%	78%	5%						
PM	APP/DEPART	236	/	150	148	/	319	846	/	763	580	/	578	0					
PM	BEGIN PEAK HR		4:15 PM																
PM	VOLUMES	50	34	57	25	33	25	34	328	73	49	248	16	972					
PM	APPROACH %	35%	24%	40%	30%	40%	30%	8%	75%	17%	16%	79%	5%						
PM	PEAK HR FACTOR		0.783			0.798			0.884			0.899		0.910					
PM	APP/DEPART	141	/	84	83	/	157	435	/	410	313	/	321	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:30 AM					0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:15 PM					0	0	0	0	0					

INTERSECTION TURNING MOVEMENT COUNTS

T218

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

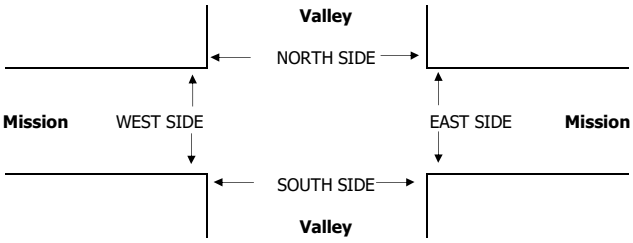
DATE:	LOCATION:	Jurupa Valley	PROJECT #:	SC2585
Thu, May 21, 20	NORTH & SOUTH:	Valley	LOCATION #:	4
	EAST & WEST:	Mission	CONTROL:	SIGNAL

NOTES:

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

☑ Add U-Turns to Left Turns

		NORTHBOUND Valley			SOUTHBOUND Valley			EASTBOUND Mission			WESTBOUND Mission				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1	2	1	2	2	2	2	2	1	1	2	1		0	0	0	0	
AM	7:00 AM	0	45	5	29	46	53	41	33	2	7	10	93	364	0	0	0	0	0
	7:15 AM	2	46	1	24	41	58	58	41	0	6	12	100	389	0	0	0	0	0
	7:30 AM	1	84	4	36	36	75	44	43	2	5	23	127	480	0	0	0	0	0
	7:45 AM	1	53	0	40	60	45	42	34	1	7	19	98	400	0	0	0	0	0
	8:00 AM	0	49	4	37	39	51	34	32	1	7	14	89	357	0	0	0	1	1
	8:15 AM	1	58	2	36	29	50	44	43	4	7	20	93	387	0	0	0	0	0
	8:30 AM	2	54	5	61	42	49	36	25	2	7	17	86	386	0	0	0	0	0
	8:45 AM	0	43	2	39	42	50	42	29	1	6	12	97	363	0	0	0	0	0
	VOLUMES	7	432	23	302	335	431	341	280	13	52	127	783	3,126	0	0	0	1	1
	APPROACH %	2%	94%	5%	28%	31%	40%	54%	44%	2%	5%	13%	81%						
	APP/DEPART	462	/	1,556	1,068	/	399	634	/	606	962	/	565	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	4	228	10	129	183	231	185	151	5	25	64	418	1,633					
	APPROACH %	2%	94%	4%	24%	34%	43%	54%	44%	1%	5%	13%	82%						
	PEAK HR FACTOR		0.680			0.923			0.861			0.818		0.851					
	APP/DEPART	242	/	831	543	/	213	341	/	290	507	/	299	0					
PM	4:00 PM	1	70	8	82	91	54	142	132	8	10	43	81	722	0	0	0	0	0
	4:15 PM	4	71	5	108	80	65	113	139	6	7	27	122	747	0	0	0	0	0
	4:30 PM	0	65	9	96	61	65	109	113	6	5	53	91	673	0	1	0	1	2
	4:45 PM	2	68	10	107	65	66	123	142	9	8	20	102	722	0	1	0	1	2
	5:00 PM	1	82	6	92	73	62	100	101	7	8	22	114	668	0	1	0	0	1
	5:15 PM	1	76	5	97	77	88	128	159	4	8	38	100	781	0	3	0	0	3
	5:30 PM	1	74	3	107	77	64	101	111	4	8	31	127	708	0	2	0	1	3
	5:45 PM	2	49	8	92	76	58	126	134	4	14	30	107	700	0	0	1	2	3
	VOLUMES	12	555	54	781	600	522	942	1,031	48	68	264	844	5,721	0	8	1	5	14
	APPROACH %	2%	89%	9%	41%	32%	27%	47%	51%	2%	6%	22%	72%						
	APP/DEPART	621	/	2,348	1,903	/	711	2,021	/	1,863	1,176	/	799	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	5	300	24	403	292	280	452	513	24	32	111	443	2,879					
	APPROACH %	2%	91%	7%	41%	30%	29%	46%	52%	2%	5%	19%	76%						
	PEAK HR FACTOR		0.924			0.930			0.850			0.883		0.922					
	APP/DEPART	329	/	1,202	975	/	346	989	/	935	586	/	396	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:00 AM			0	0	0	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:45 PM			0	0	0	0	0					

APPENDIX C

HCM ANALYSIS WORKSHEETS

EXISTING CONDITIONS

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Two-way stop	Delay (sec / veh):	180.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	41	12	0	0	74	21	0	0	0	88	5	77
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	41	12	0	0	74	21	0	0	0	88	5	77
Peak Hour Factor	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	11	33	0	0	20	59	0	0	0	24	1	21
Total Analysis Volume [veh/h]	45	13	0	0	80	23	0	0	0	95	5	83
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d_M, Delay for Movement [s/veh]	9.	0.	0.	0.	0.	0.	0.	0.	0.	17	18	9.
Movement LOS	A	A			A	A				F	F	A
95th-Percentile Queue Length [veh/ln]	1.	0.	0.	0.	0.	0.	0.	0.	0.	6.	6.	0.
95th-Percentile Queue Length [ft/ln]	42	0.	0.	0.	0.	0.	0.	0.	0.	15	15	7.
d_A, Approach Delay [s/veh]	7.37			0.00			0.00			102.55		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	21.30											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Two-way stop	Delay (sec / veh):	21.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	46	12	35	12	0	70	2	96	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	0	46	12	35	12	0	70	2	96	0	0	0
Peak Hour Factor	1.	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	12	33	10	33	0	19	1	26	0	0	0
Total Analysis Volume [veh/h]	0	50	13	38	13	0	76	2	10	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d_M, Delay for Movement [s/veh]	0.	0.	0.	8.	0.	0.	21	21	9.	0.	0.	0.
Movement LOS		A	A	A	A		C	C	A			
95th-Percentile Queue Length [veh/ln]	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.
95th-Percentile Queue Length [ft/ln]	0.	0.	0.	3.	0.	0.	25	25	9.	0.	0.	0.
d_A, Approach Delay [s/veh]	0.00			2.00			14.46			0.00		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	3.00											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: Pyrite / Mission

Control Type:	Signalized	Delay (sec / veh):	32.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.630

Intersection Setup

Name	Pyrite			Pyrite			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	17	10	15	10	10	10	40	10	10	15	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	10	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pyrite			Pyrite			Mission			Mission		
Base Volume Input [veh/h]	19	23	55	88	91	36	53	34	0	33	23	28
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	23	55	88	91	36	53	34	0	33	23	28
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	7	83	20	31	32	13	19	12	0	12	83	10
Total Analysis Volume [veh/h]	27	33	78	12	12	51	75	49	0	47	33	40
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	13	28	0	14	29	0	10	36	0	12	38	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.00	4.00	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.00	2.00	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	3	30	30	9	36	5	32	32	4	30	30
g / C, Green / Cycle	0.	0.	0.	0.10	0.40	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.08	0.11	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	160	160	16	16	16	16	16	14
c, Capacity [veh/h]	46	56	47	154	643	95	59	59	64	56	47
d1, Uniform Delay [s]	43	24	21	39.9	18.2	41	22	22	42	24	27
k, delay calibration	0.	0.	0.	0.11	0.50	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	11	4.	0.	9.77	1.09	13	2.	2.	15	4.	16
d3, Initial Queue Delay [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.81	0.28	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	54	29	21	49.7	19.3	55	24	24	58	29	43
Lane Group LOS	D	C	C	D	B	E	C	C	E	C	D
Critical Lane Group	N	Ye	N	Yes	No	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	6.	1.	3.10	2.65	1.	4.	4.	1.	6.	9.
50th-Percentile Queue Length [ft/ln]	18	16	30	77.4	66.1	49	10	10	32	16	24
95th-Percentile Queue Length [veh/ln]	1.	10	2.	5.57	4.76	3.	7.	7.	2.	10	14
95th-Percentile Queue Length [ft/ln]	33	26	55	139.	119.	89	18	18	58	26	37

Movement, Approach, & Intersection Results

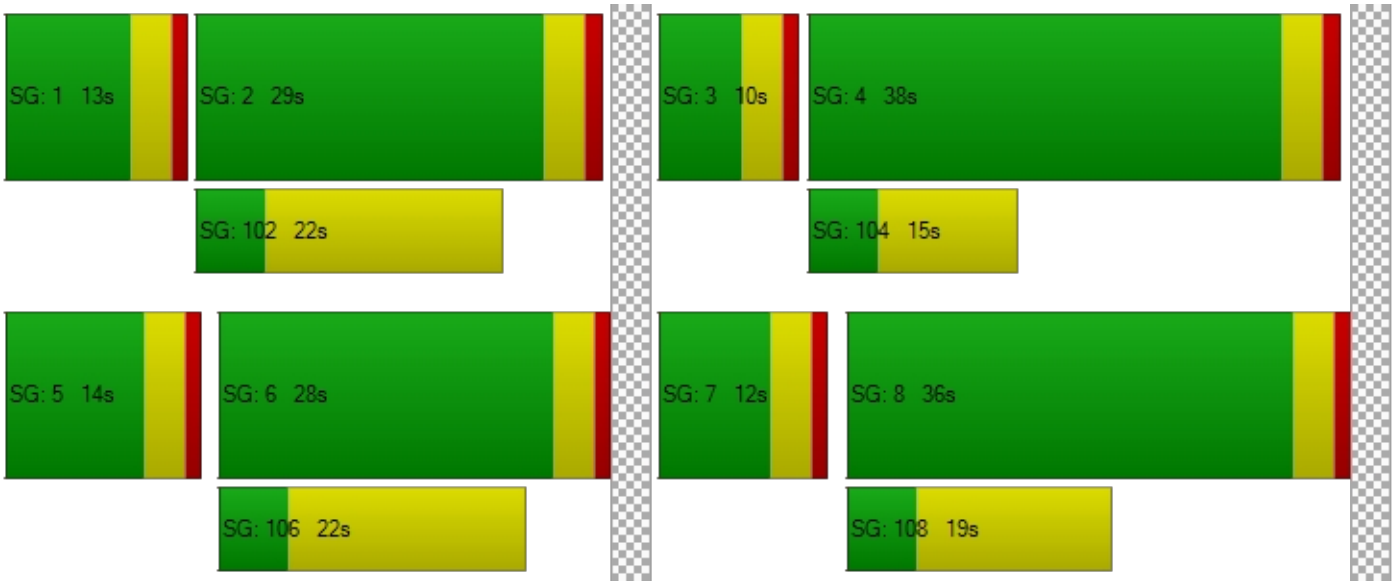
d_M, Delay for Movement [s/veh]	54	29	21	49	19	19	55	24	24	58	29	43
Movement LOS	D	C	C	D	B	B	E	C	C	E	C	D
d_A, Approach Delay [s/veh]	29.68			31.78			28.30			38.58		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	32.94											
Intersection LOS	C											
Intersection V/C	0.630											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.282	2.303	2.613	2.589
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	556	711	756
d_b, Bicycle Delay [s]	24.20	23.47	18.69	17.42
I_b,int, Bicycle LOS Score for Intersection	2.281	2.063	2.027	2.203
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Pyrite / Galena

Control Type:	All-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.597

Intersection Setup

Name	Pyrite			Pyrite			Galena			Galena		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	10	10	10	13	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Pyrite			Pyrite			Galena			Galena		
Base Volume Input [veh/h]	8	52	3	32	38	11	15	10	2	4	23	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	52	3	32	38	11	15	10	2	4	23	10
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	2	16	1	10	11	35	47	32	1	1	72	30
Total Analysis Volume [veh/h]	10	63	4	38	46	13	18	12	2	5	28	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	552	504	590	642	692
Degree of Utilization, x	0.14	0.08	0.31	0.49	0.60

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.48	0.24	1.32	2.70	3.99
95th-Percentile Queue Length [ft]	12.04	6.09	33.0	67.45	99.64
Approach Delay [s/veh]	10.56	11.34		13.87	15.60
Approach LOS	B	B		B	C
Intersection Delay [s/veh]	13.77				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 5: Pyrite / Jurupa

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Pyrite		Jurupa		Jurupa	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Pyrite		Jurupa		Jurupa	
Base Volume Input [veh/h]	10	30	57	400	317	8
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]	10	30	57	400	317	8
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	8	15	105	83	2
Total Analysis Volume [veh/h]	10	31	60	419	332	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.60	10.67	8.11	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.16	0.16	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.26	6.26	3.88	3.88	0.00	0.00
d_A, Approach Delay [s/veh]	12.36		1.02		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.15					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Pedley / Mission

Control Type:	Signalized	Delay (sec / veh):	32.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Pedley			Pedley			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	20	10	20	25	10	10	22	10	10	20	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedley			Pedley			Mission			Mission		
Base Volume Input [veh/h]	53	37	35	65	31	19	10	23	51	93	39	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	37	35	65	31	19	10	23	51	93	39	10
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	10	9	17	84	52	28	63	14	25	10	29
Total Analysis Volume [veh/h]	57	40	38	70	33	20	11	25	55	10	42	11
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	24	32	0	24	32	0	12	32	0	12	32	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	10	10	10	10	10	10	10	10	10	10	10	10
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	5	35	35	6	36	36	8	36	36	8	35	35
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	16	16	16	14	16	16	15	16	16	15
c, Capacity [veh/h]	73	59	57	90	61	51	12	59	56	12	59	54
d1, Uniform Delay [s]	47	24	24	46	25	23	45	22	23	45	25	25
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	16	1.	1.	13	3.	2.	16	1.	1.	11	2.	2.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	63	26	26	60	28	26	62	24	24	56	27	28
Lane Group LOS	E	C	C	E	C	C	E	C	C	E	C	C
Critical Lane Group	Ye	N	N	N	Ye	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	1.	4.	4.	2.	6.	3.	3.	2.	2.	2.	5.	5.
50th-Percentile Queue Length [ft/ln]	43	10	10	51	17	99	84	69	66	70	13	12
95th-Percentile Queue Length [veh/ln]	3.	7.	7.	3.	11	7.	6.	5.	4.	5.	9.	8.
95th-Percentile Queue Length [ft/ln]	77	18	18	92	27	17	15	12	12	12	23	22

Movement, Approach, & Intersection Results

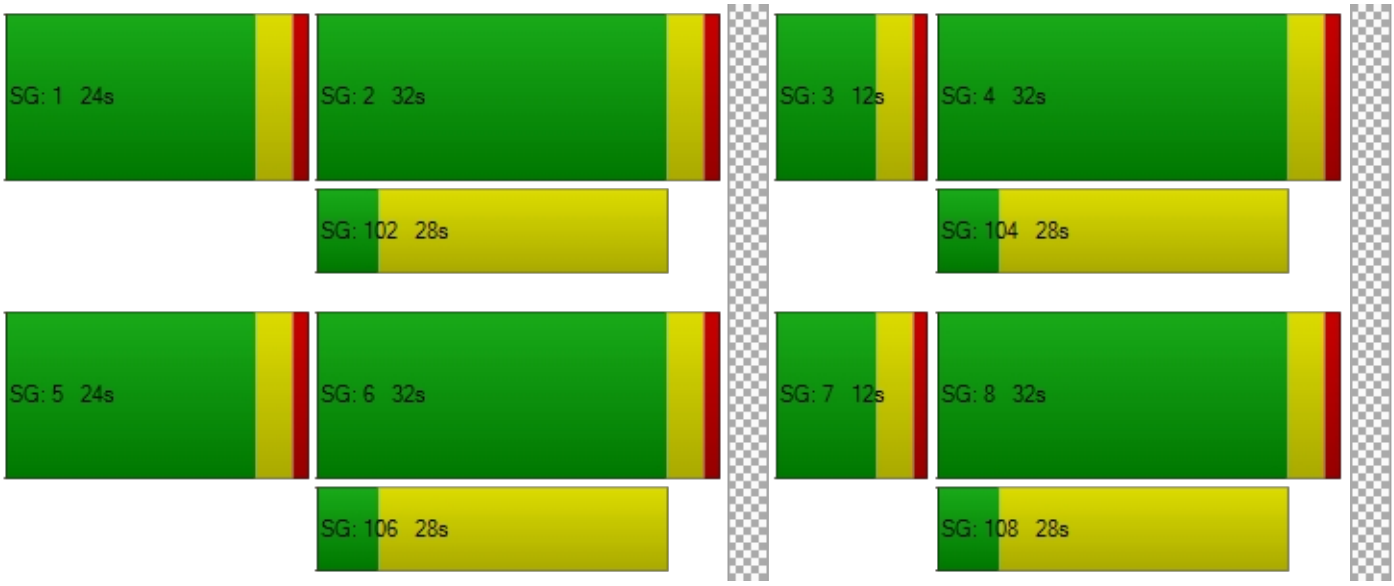
d_M, Delay for Movement [s/veh]	63	26	26	60	28	26	62	24	24	56	27	28
Movement LOS	E	C	C	E	C	C	E	C	C	E	C	C
d_A, Approach Delay [s/veh]	30.40			31.58			34.49			32.55		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	32.16											
Intersection LOS	C											
Intersection V/C	0.492											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	2.378	2.549	2.523	2.501
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	560	560	560
d_b, Bicycle Delay [s]	25.92	25.92	25.92	25.92
I_b,int, Bicycle LOS Score for Intersection	1.968	2.573	1.907	2.087
Bicycle LOS	A	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 7: Tyrolite / Mission

Control Type:	Two-way stop	Delay (sec / veh):	34.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

Intersection Setup

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

Volumes

Name	Tyrolite		Mission		Mission	
Base Volume Input [veh/h]	64	57	371	17	18	442
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]	64	57	371	17	18	442
Peak Hour Factor	0.6240	0.6240	0.6240	0.6240	0.6240	0.6240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	23	149	7	7	177
Total Analysis Volume [veh/h]	103	91	595	27	29	708
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.46	0.13	0.01	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	34.12	11.06	0.00	0.00	8.89	0.00
Movement LOS	D	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.23	0.46	0.00	0.00	0.09	0.05
95th-Percentile Queue Length [ft/ln]	55.74	11.42	0.00	0.00	2.35	1.17
d_A, Approach Delay [s/veh]	23.30		0.00		0.35	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.08					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 8: Camino Real / Mission

Control Type:	Signalized	Delay (sec / veh):	27.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name	Ca Re			Ca Re			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	22	10	10	17	10	17	15	10	15	25	10	75
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ca Re			Ca Re			Mission			Mission		
Base Volume Input [veh/h]	13	80	11	29	61	42	63	24	67	63	24	29
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	80	11	29	61	42	63	24	67	63	24	29
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	47	29	41	10	22	15	22	86	24	22	86	10
Total Analysis Volume [veh/h]	19	11	16	41	87	60	90	34	96	90	34	41
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,			
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	1.	1.	1.	0.
Split [s]	29	44	0	11	26	0	9	26	29	9	26	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N	N	N	N	
Maximum Recall	N	N		N	N		N	N	N	N	N	
Pedestrian Recall	N	N		N	N		N	N	N	N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	0.	2.	2.	2.
g_i, Effective Green Time [s]	13	16	16	3	7	7	6	48	65	6	48	48
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	16	16	14	16	32	14	16	32	14
c, Capacity [veh/h]	23	30	25	59	12	10	11	17	10	11	17	76
d1, Uniform Delay [s]	37	32	34	42	40	40	41	10	3.	41	10	10
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	7.	0.	2.	13	4.	7.	10	0.	0.	10	0.	0.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	44	33	36	56	45	47	51	11	3.	51	11	10
Lane Group LOS	D	C	D	E	D	D	D	B	A	D	B	B
Critical Lane Group	Ye	N	N	N	N	Ye	Ye	N	N	N	Ye	N
50th-Percentile Queue Length [veh/ln]	4.	2.	3.	1.	1.	1.	2.	1.	0.	2.	1.	0.
50th-Percentile Queue Length [ft/ln]	11	55	86	27	44	43	57	43	10	57	43	9.
95th-Percentile Queue Length [veh/ln]	7.	4.	6.	2.	3.	3.	4.	3.	0.	4.	3.	0.
95th-Percentile Queue Length [ft/ln]	19	10	15	50	79	78	10	78	19	10	78	17

Movement, Approach, & Intersection Results

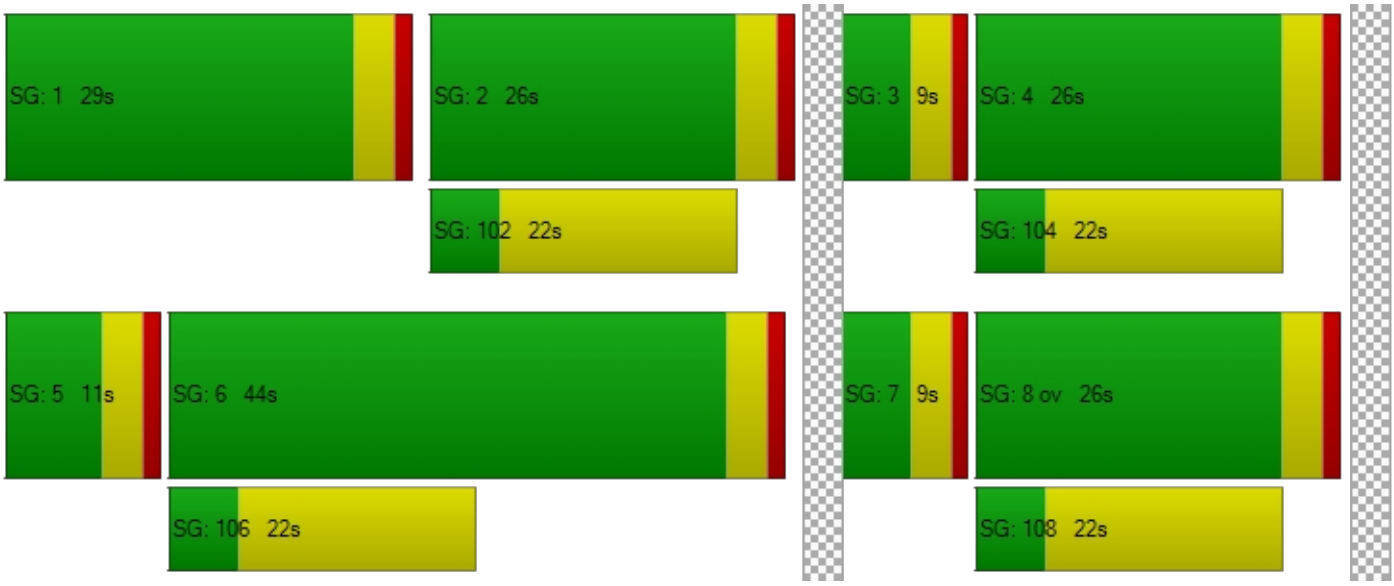
d_M, Delay for Movement [s/veh]	44	33	36	56	45	47	51	11	3.	51	11	10
Movement LOS	D	C	D	E	D	D	D	B	A	D	B	B
d_A, Approach Delay [s/veh]	39.24			48.78			16.78			18.82		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	27.32											
Intersection LOS	C											
Intersection V/C	0.347											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.446	2.386	2.637	2.621
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	889	489	489	489
d_b, Bicycle Delay [s]	13.89	25.69	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.332	1.715	1.995	1.952
Bicycle LOS	B	A	A	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Valley Way / Mission

Control Type:	Signalized	Delay (sec / veh):	31.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.366

Intersection Setup

Name	Va Wa			Va Wa			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	3	2	0	1	1	0	1
Entry Pocket Length [ft]	15	10	10	17	10	17	40	10	12	25	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	49	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Va Wa			Va Wa			Mission			Mission		
Base Volume Input [veh/h]	10	46	33	29	30	36	25	32	26	36	26	60
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	46	33	29	30	36	25	32	26	36	26	60
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	3	12	9	78	81	96	67	84	7	9	68	15
Total Analysis Volume [veh/h]	11	48	35	31	32	38	26	33	27	38	27	63
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe	Pr	Pe	O
Signal Group	1	6	0	5	2	3	3	8	0	7	4	4
Auxiliary Signal Groups						2,						4,
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	5	5	5	0	5	5	5
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
All red [s]	1.	1.	0.	1.	1.	1.	1.	1.	0.	1.	1.	1.
Split [s]	13	30	0	20	37	14	14	41	0	9	36	36
Vehicle Extension [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	21	0	0	24	0	0	21	0	0	27	27
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
Minimum Recall	N	N		N	N	N	N	N		N	N	N
Maximum Recall	N	N		N	N	N	N	N		N	N	N
Pedestrian Recall	N	N		N	N	N	N	N		N	N	N
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	10	10	10	10	10	10	10	10	10	10	10	10
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	0.	2.	2.	2.	2.	2.	0.
g_i, Effective Green Time [s]	1	29	29	16	44	58	10	36	36	3	29	49
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	32	14	31	32	25	31	32	14	16	32	14
c, Capacity [veh/h]	23	92	41	49	13	14	31	11	51	54	92	70
d1, Uniform Delay [s]	48	29	25	39	17	10	44	23	21	47	27	23
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	14	2.	0.	1.	0.	0.	6.	0.	0.	15	0.	17
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	63	31	26	40	18	11	50	23	21	63	28	40
Lane Group LOS	E	C	C	D	B	B	D	C	C	E	C	D
Critical Lane Group	N	Ye	N	N	N	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	5.	0.	3.	2.	2.	3.	2.	0.	1.	2.	16
50th-Percentile Queue Length [ft/ln]	9.	12	16	90	59	52	88	73	11	29	65	40
95th-Percentile Queue Length [veh/ln]	0.	8.	1.	6.	4.	3.	6.	5.	0.	2.	4.	22
95th-Percentile Queue Length [ft/ln]	16	22	29	16	10	93	15	13	19	52	11	56

Movement, Approach, & Intersection Results

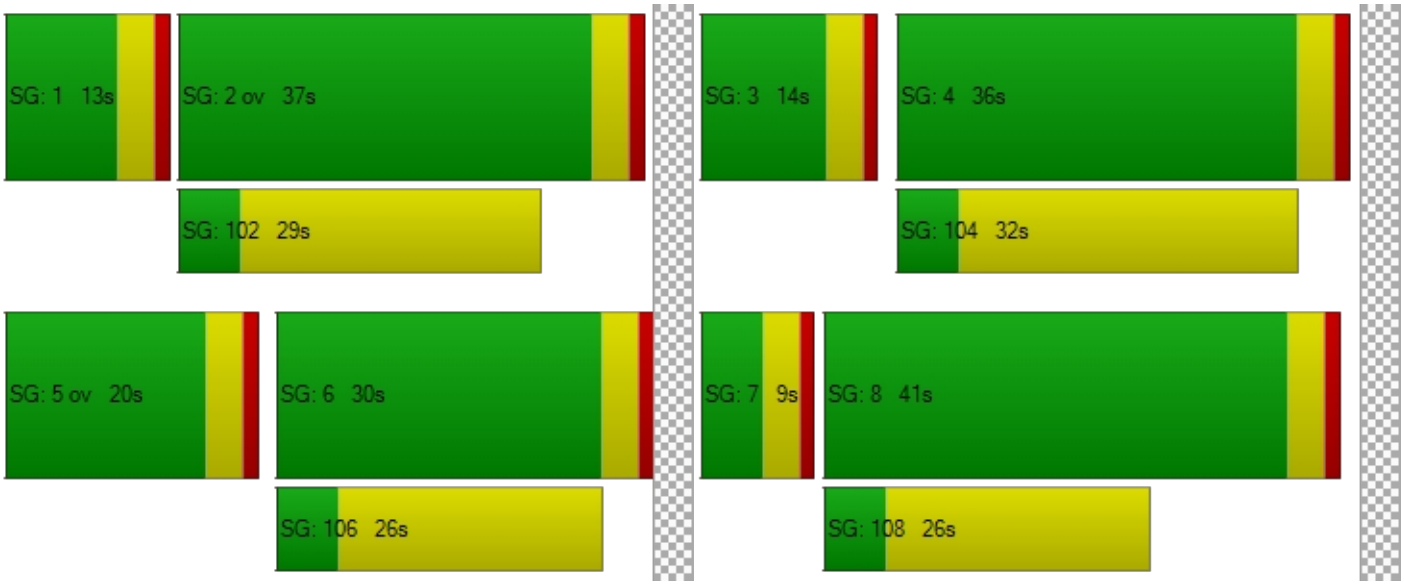
d_M, Delay for Movement [s/veh]	63	31	26	40	18	11	50	23	21	63	28	40
Movement LOS	E	C	C	D	B	B	D	C	C	E	C	D
d_A, Approach Delay [s/veh]	32.22			22.31			35.24			37.95		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	31.34											
Intersection LOS	C											
Intersection V/C	0.366											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	2.609	3.025	2.890	2.724
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	660	740	640
d_b, Bicycle Delay [s]	27.38	22.45	19.85	23.12
I_b,int, Bicycle LOS Score for Intersection	2.000	2.398	2.081	2.339
Bicycle LOS	B	B	B	B

Sequence

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



HCM 6th Signalized Intersection Summary
3: Camino Real & Jurupa Rd

01/12/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	240	15	162	191	18	29	145	191	9	69	20
Future Volume (veh/h)	15	240	15	162	191	18	29	145	191	9	69	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	270	17	182	215	20	33	163	215	10	78	22
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	309	19	216	471	44	59	293	387	14	111	107
Arrive On Green	0.02	0.18	0.18	0.12	0.28	0.28	0.43	0.43	0.43	0.07	0.07	0.07
Sat Flow, veh/h	1781	1741	110	1781	1685	157	137	675	891	211	1648	1585
Grp Volume(v), veh/h	17	0	287	182	0	235	411	0	0	88	0	22
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1842	1703	0	0	1860	0	1585
Q Serve(g_s), s	0.9	0.0	13.6	9.0	0.0	9.5	16.2	0.0	0.0	4.2	0.0	1.2
Cycle Q Clear(g_c), s	0.9	0.0	13.6	9.0	0.0	9.5	16.2	0.0	0.0	4.2	0.0	1.2
Prop In Lane	1.00		0.06	1.00		0.09	0.08		0.52	0.11		1.00
Lane Grp Cap(c), veh/h	34	0	328	216	0	515	739	0	0	126	0	107
V/C Ratio(X)	0.50	0.00	0.87	0.84	0.00	0.46	0.56	0.00	0.00	0.70	0.00	0.21
Avail Cap(c_a), veh/h	99	0	370	228	0	515	739	0	0	372	0	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	36.0	38.7	0.0	26.8	19.0	0.0	0.0	41.1	0.0	39.7
Incr Delay (d2), s/veh	10.7	0.0	18.6	23.1	0.0	0.6	3.0	0.0	0.0	6.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	7.7	5.3	0.0	4.2	6.7	0.0	0.0	2.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	54.6	61.8	0.0	27.4	22.0	0.0	0.0	48.0	0.0	40.6
LnGrp LOS	D	A	D	E	A	C	C	A	A	D	A	D
Approach Vol, veh/h		304			417			411			110	
Approach Delay, s/veh		54.6			42.4			22.0			46.5	
Approach LOS		D			D			C			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		43.6	15.4	20.5		10.6	6.2	29.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		24.5	11.5	18.0		18.0	5.0	24.5
Max Q Clear Time (g_c+I1), s		18.2	11.0	15.6		6.2	2.9	11.5
Green Ext Time (p_c), s		1.4	0.0	0.4		0.3	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Two-way stop	Delay (sec / veh):	38.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	16	31	0	0	11	12	0	0	0	11	0	71
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	16	31	0	0	11	12	0	0	0	11	0	71
Peak Hour Factor	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	45	86	0	0	31	34	0	0	0	30	0	19
Total Analysis Volume [veh/h]	18	34	0	0	12	13	0	0	0	12	0	78
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d_M, Delay for Movement [s/veh]	8.	0.	0.	0.	0.	0.	0.	0.	0.	38	38	10
Movement LOS	A	A			A	A				E	E	B
95th-Percentile Queue Length [veh/ln]	0.	0.	0.	0.	0.	0.	0.	0.	0.	2.	2.	0.
95th-Percentile Queue Length [ft/ln]	11	0.	0.	0.	0.	0.	0.	0.	0.	71	71	9.
d_A, Approach Delay [s/veh]	2.81			0.00			0.00			27.43		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	7.01											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Two-way stop	Delay (sec / veh):	29.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	21	44	48	18	0	28	3	35	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	0	21	44	48	18	0	28	3	35	0	0	0
Peak Hour Factor	1.	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	56	11	13	47	0	74	1	93	0	0	0
Total Analysis Volume [veh/h]	0	22	46	50	18	0	29	3	37	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d_M, Delay for Movement [s/veh]	0.	0.	0.	7.	0.	0.	29	29	12	0.	0.	0.
Movement LOS		A	A	A	A		D	D	B			
95th-Percentile Queue Length [veh/ln]	0.	0.	0.	0.	0.	0.	5.	5.	2.	0.	0.	0.
95th-Percentile Queue Length [ft/ln]	0.	0.	0.	3.	0.	0.	12	12	56	0.	0.	0.
d_A, Approach Delay [s/veh]	0.00			1.65			19.98			0.00		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	11.71											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 3: Pyrite / Mission

Control Type:	Signalized	Delay (sec / veh):	34.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.520

Intersection Setup

Name	Pyrite			Pyrite			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	17	10	15	10	10	10	40	10	10	15	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	10	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pyrite			Pyrite			Mission			Mission		
Base Volume Input [veh/h]	27	10	36	28	19	34	28	63	36	22	24	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	10	36	28	19	34	28	63	36	22	24	10
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	7	30	10	78	53	9	8	17	10	6	67	28
Total Analysis Volume [veh/h]	29	11	39	31	21	37	30	68	39	24	26	11
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	10	26	0	32	48	0	10	23	0	9	22	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.00	4.00	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.00	2.00	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	3	26	26	20	43	3	26	26	2	26	26
g / C, Green / Cycle	0.	0.	0.	0.22	0.48	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.19	0.15	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	160	164	16	16	16	16	16	15
c, Capacity [veh/h]	48	48	41	349	779	49	49	48	42	48	43
d1, Uniform Delay [s]	43	24	23	34.2	14.6	43	28	28	43	25	26
k, delay calibration	0.	0.	0.	0.14	0.50	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	11	1.	0.	10.0	1.08	11	10	10	11	2.	3.
d3, Initial Queue Delay [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.89	0.32	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	54	25	24	44.3	15.7	54	38	39	54	28	29
Lane Group LOS	D	C	C	D	B	D	D	D	D	C	C
Critical Lane Group	N	Ye	N	Yes	No	N	N	Ye	Ye	N	N
50th-Percentile Queue Length [veh/ln]	0.	2.	0.	7.43	3.24	0.	8.	8.	0.	3.	3.
50th-Percentile Queue Length [ft/ln]	19	51	16	185.	81.0	20	20	20	16	92	87
95th-Percentile Queue Length [veh/ln]	1.	3.	1.	11.8	5.83	1.	13	12	1.	6.	6.
95th-Percentile Queue Length [ft/ln]	35	92	29	297.	145.	36	32	32	29	16	15

Movement, Approach, & Intersection Results

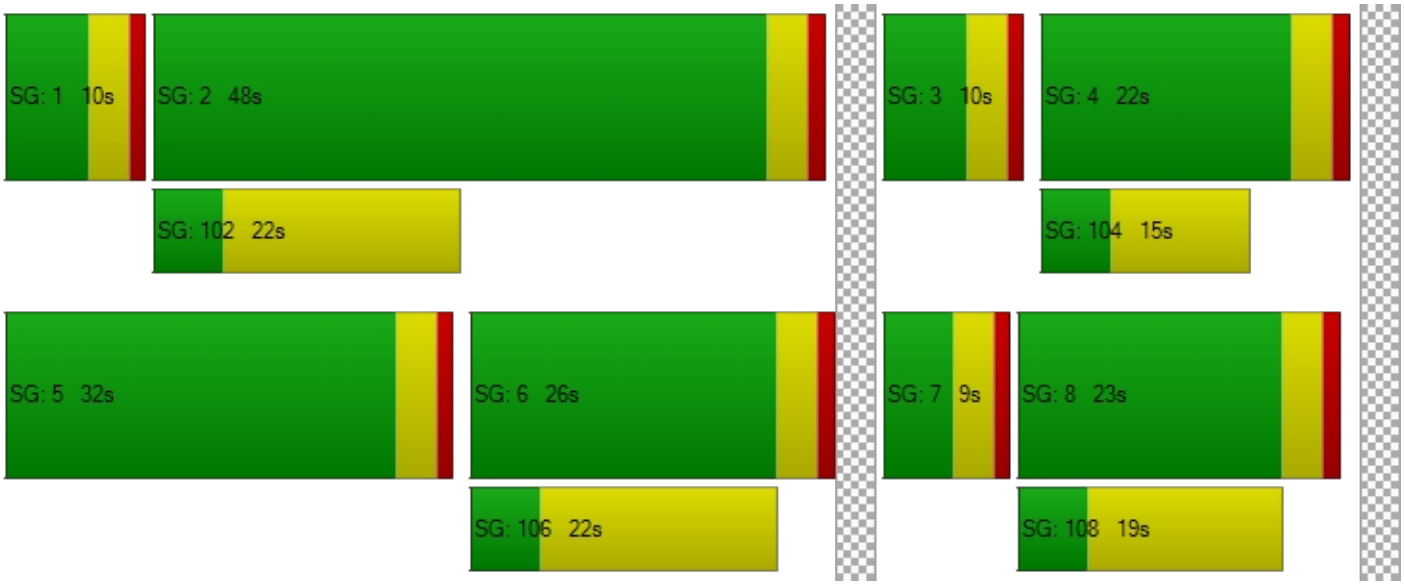
d_M, Delay for Movement [s/veh]	54	25	24	44	15	15	54	39	39	54	28	29
Movement LOS	D	C	C	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	29.96			31.62			39.71			30.33		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	34.39											
Intersection LOS	C											
Intersection V/C	0.520											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.245	2.209	2.632	2.583
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	978	422	400
d_b, Bicycle Delay [s]	25.69	11.76	28.01	28.80
I_b,int, Bicycle LOS Score for Intersection	1.867	2.484	2.184	1.895
Bicycle LOS	A	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 4: Pyrite / Galena

Control Type:	All-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	Pyrite			Pyrite			Galena			Galena		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	10	10	10	13	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Pyrite			Pyrite			Galena			Galena		
Base Volume Input [veh/h]	3	36	1	73	81	10	10	16	4	2	16	82
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	36	1	73	81	10	10	16	4	2	16	82
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	1	10	0	21	23	31	30	48	1	1	48	23
Total Analysis Volume [veh/h]	3	41	1	84	93	12	12	19	5	2	19	94
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	574	535	618	663	688
Degree of Utilization, x	0.08	0.16	0.35	0.48	0.42

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.25	0.55	1.56	2.56	2.07
95th-Percentile Queue Length [ft]	6.35	13.8	39.0	64.12	51.80
Approach Delay [s/veh]	9.80	11.36		13.25	11.94
Approach LOS	A	B		B	B
Intersection Delay [s/veh]	12.09				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 5: Pyrite / Jurupa

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Pyrite		Jurupa		Jurupa	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Pyrite		Jurupa		Jurupa	
Base Volume Input [veh/h]	13	43	24	355	321	2
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]	13	43	24	355	321	2
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	11	6	94	85	1
Total Analysis Volume [veh/h]	14	46	25	377	341	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.07	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.74	10.87	8.02	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.06	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.71	8.71	1.57	1.57	0.00	0.00
d_A, Approach Delay [s/veh]	12.01		0.50		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Pedley / Mission

Control Type:	Signalized	Delay (sec / veh):	32.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Pedley			Pedley			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	20	10	20	25	10	10	22	10	10	20	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedley			Pedley			Mission			Mission		
Base Volume Input [veh/h]	68	31	42	10	41	18	13	44	82	27	22	70
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	31	42	10	41	18	13	44	82	27	22	70
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	17	80	11	28	10	46	34	11	21	7	58	18
Total Analysis Volume [veh/h]	69	32	43	11	41	18	13	45	84	28	23	72
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	13	32	0	19	38	0	17	40	0	9	32	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	10	10	10	10	10	10	10	10	10	10	10	10
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	5	33	33	8	36	36	10	40	40	3	33	33
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	16	16	16	14	16	16	15	16	16	15
c, Capacity [veh/h]	88	54	52	13	60	51	16	67	63	45	54	50
d1, Uniform Delay [s]	46	25	25	44	27	23	44	21	21	48	25	25
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	14	1.	1.	10	6.	2.	10	1.	1.	12	1.	1.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	61	27	27	55	34	25	54	23	23	61	26	26
Lane Group LOS	E	C	C	E	C	C	D	C	C	E	C	C
Critical Lane Group	Ye	N	N	N	Ye	N	N	N	Ye	Ye	N	N
50th-Percentile Queue Length [veh/ln]	2.	3.	3.	3.	9.	3.	3.	4.	4.	0.	2.	2.
50th-Percentile Queue Length [ft/ln]	50	88	86	76	23	87	94	12	11	21	73	70
95th-Percentile Queue Length [veh/ln]	3.	6.	6.	5.	14	6.	6.	8.	8.	1.	5.	5.
95th-Percentile Queue Length [ft/ln]	91	15	15	13	36	15	16	21	20	38	13	12

Movement, Approach, & Intersection Results

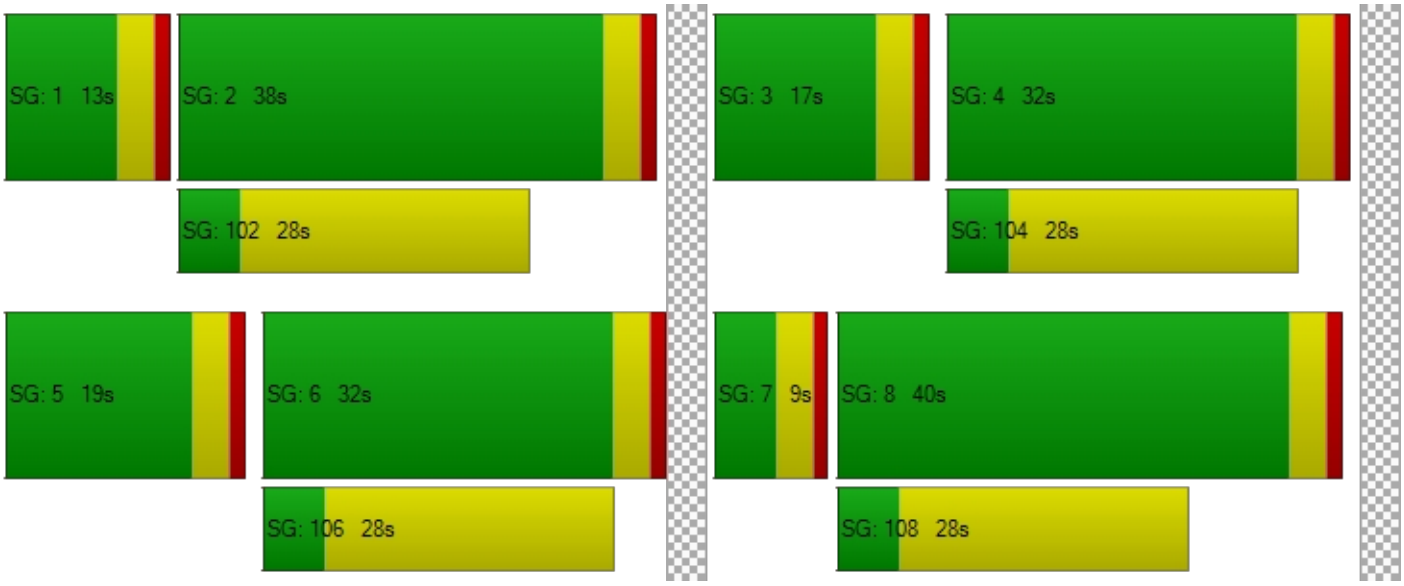
d_M, Delay for Movement [s/veh]	61	27	27	55	34	25	54	23	23	61	26	26
Movement LOS	E	C	C	E	C	C	D	C	C	E	C	C
d_A, Approach Delay [s/veh]	32.66			35.32			29.62			29.42		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	32.09											
Intersection LOS	C											
Intersection V/C	0.494											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	2.373	2.549	2.533	2.490
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	680	720	560
d_b, Bicycle Delay [s]	25.92	21.78	20.48	25.92
I_b,int, Bicycle LOS Score for Intersection	1.918	2.739	2.117	1.834
Bicycle LOS	A	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 7: Tyrolite / Mission

Control Type:	Two-way stop	Delay (sec / veh):	19.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.113

Intersection Setup

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

Volumes

Name	Tyrolite		Mission		Mission	
Base Volume Input [veh/h]	30	19	638	39	23	324
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]	30	19	638	39	23	324
Peak Hour Factor	0.9720	0.9720	0.9720	0.9720	0.9720	0.9720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	164	10	6	83
Total Analysis Volume [veh/h]	31	20	656	40	24	333
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.03	0.01	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	19.82	10.73	0.00	0.00	9.13	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.10	0.00	0.00	0.08	0.04
95th-Percentile Queue Length [ft/ln]	9.46	2.39	0.00	0.00	2.06	1.03
d_A, Approach Delay [s/veh]	16.26		0.00		0.61	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.95					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 8: Camino Real / Mission

Control Type:	Signalized	Delay (sec / veh):	21.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name	Ca Re			Ca Re			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	22	10	10	17	10	17	15	10	15	25	10	75
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ca Re			Ca Re			Mission			Mission		
Base Volume Input [veh/h]	73	38	73	34	58	57	21	49	13	10	24	15
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	38	73	34	58	57	21	49	13	10	24	15
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	19	10	19	9	15	15	6	13	35	27	64	4
Total Analysis Volume [veh/h]	78	41	78	36	62	61	22	52	14	10	25	16
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,			
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	1.	1.	1.	0.
Split [s]	19	33	0	14	28	0	9	26	19	17	34	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N	N	N	N	
Maximum Recall	N	N		N	N		N	N	N	N	N	
Pedestrian Recall	N	N		N	N		N	N	N	N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	0.	2.	2.	2.
g_i, Effective Green Time [s]	6	9	9	3	6	6	2	55	65	8	60	60
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	16	16	14	16	32	14	16	32	14
c, Capacity [veh/h]	10	16	13	55	10	93	40	19	10	13	21	95
d1, Uniform Delay [s]	41	37	39	43	40	41	43	8.	4.	40	5.	5.
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	10	0.	3.	12	4.	7.	11	0.	0.	9.	0.	0.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	51	38	42	55	45	48	54	8.	4.	49	5.	5.
Lane Group LOS	D	D	D	E	D	D	D	A	A	D	A	A
Critical Lane Group	Ye	N	N	N	N	Ye	N	Ye	N	Ye	N	N
50th-Percentile Queue Length [veh/ln]	1.	0.	1.	0.	1.	1.	0.	2.	0.	2.	0.	0.
50th-Percentile Queue Length [ft/ln]	49	21	44	24	36	37	15	56	16	66	19	2.
95th-Percentile Queue Length [veh/ln]	3.	1.	3.	1.	2.	2.	1.	4.	1.	4.	1.	0.
95th-Percentile Queue Length [ft/ln]	89	39	79	43	65	67	27	10	30	12	35	4.

Movement, Approach, & Intersection Results

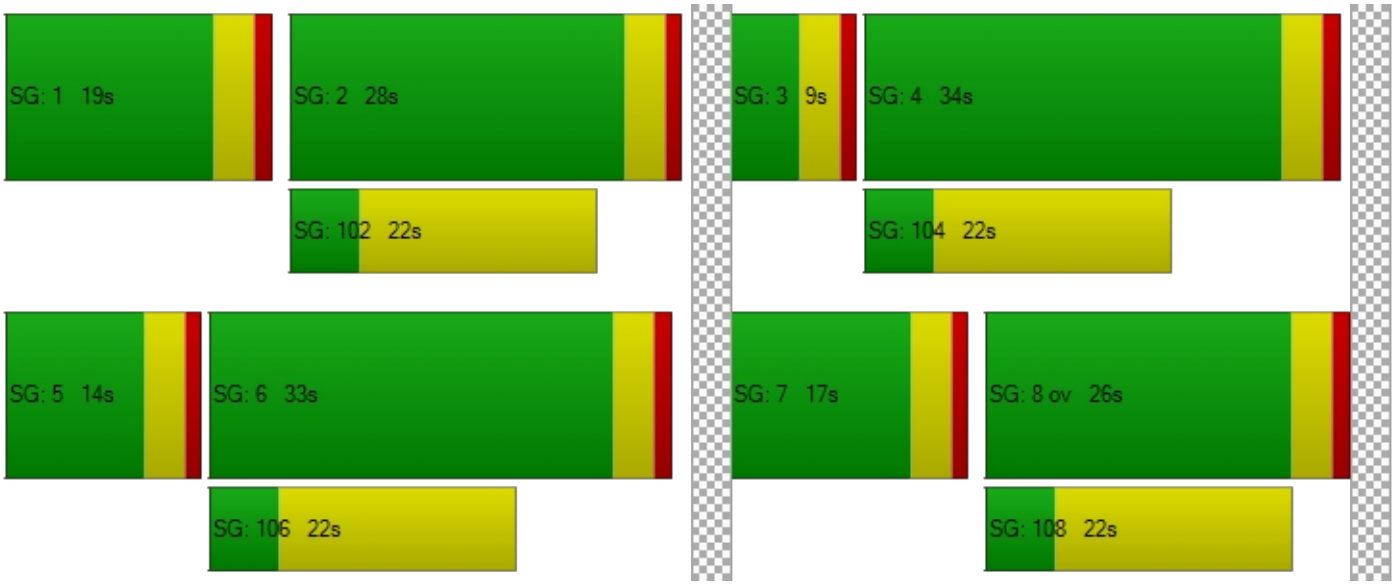
d_M, Delay for Movement [s/veh]	51	38	42	55	45	48	54	8.	4.	49	5.	5.
Movement LOS	D	D	D	E	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	45.45			49.00			9.21			18.05		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	21.01											
Intersection LOS	C											
Intersection V/C	0.338											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.401	2.348	2.631	2.620
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	533	489	667
d_b, Bicycle Delay [s]	20.67	24.20	25.69	20.00
I_b,int, Bicycle LOS Score for Intersection	1.885	1.691	2.129	1.874
Bicycle LOS	A	A	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Valley Way / Mission

Control Type:	Signalized	Delay (sec / veh):	47.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name	Va Wa			Va Wa			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	3	2	0	1	1	0	1
Entry Pocket Length [ft]	15	10	10	17	10	17	40	10	12	25	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	49	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Va Wa			Va Wa			Mission			Mission		
Base Volume Input [veh/h]	13	39	85	41	33	17	63	97	19	62	19	41
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	39	85	41	33	17	63	97	19	62	19	41
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	3	10	22	10	87	45	16	25	5	16	52	10
Total Analysis Volume [veh/h]	14	40	89	43	34	18	65	10	20	65	20	43
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe	Pr	Pe	O
Signal Group	1	6	0	5	2	3	3	8	0	7	4	4
Auxiliary Signal Groups						2,						4,
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	5	5	5	0	5	5	5
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
All red [s]	1.	1.	0.	1.	1.	1.	1.	1.	0.	1.	1.	1.
Split [s]	16	30	0	19	33	25	25	52	0	9	36	36
Vehicle Extension [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	21	0	0	24	0	0	21	0	0	27	27
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
Minimum Recall	N	N		N	N	N	N	N		N	N	N
Maximum Recall	N	N		N	N	N	N	N		N	N	N
Pedestrian Recall	N	N		N	N	N	N	N		N	N	N
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	11	11	11	11	11	11	11	11	11	11	11	11
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	0.	2.	2.	2.	2.	2.	0.
g_i, Effective Green Time [s]	2	29	29	15	42	67	21	45	45	5	29	48
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	32	14	31	32	25	31	32	14	16	32	14
c, Capacity [veh/h]	27	84	37	42	12	15	59	13	58	74	84	62
d1, Uniform Delay [s]	53	34	31	47	23	8.	44	28	19	52	31	25
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	14	1.	1.	26	0.	0.	53	4.	0.	25	0.	6.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	68	36	33	74	24	9.	97	32	19	77	32	31
Lane Group LOS	E	D	C	F	C	A	F	C	B	E	C	C
Critical Lane Group	N	Ye	N	Ye	N	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	4.	2.	7.	3.	0.	12	12	0.	2.	2.	9.
50th-Percentile Queue Length [ft/ln]	12	12	50	18	80	22	31	30	8.	57	56	24
95th-Percentile Queue Length [veh/ln]	0.	8.	3.	11	5.	1.	19	17	0.	4.	4.	15
95th-Percentile Queue Length [ft/ln]	22	21	90	29	14	40	47	44	14	10	10	37

Movement, Approach, & Intersection Results

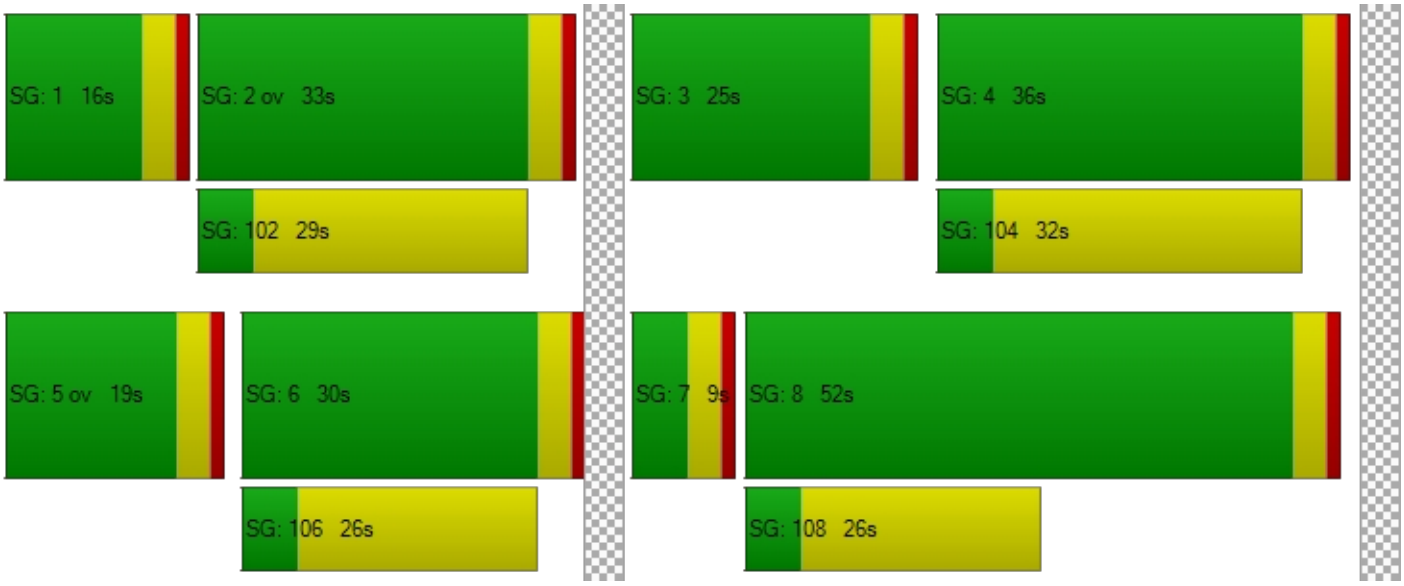
d_M, Delay for Movement [s/veh]	68	36	33	74	24	9.	97	32	19	77	32	31
Movement LOS	E	D	C	F	C	A	F	C	B	E	C	C
d_A, Approach Delay [s/veh]	36.56			43.92			57.86			35.89		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	47.59											
Intersection LOS	D											
Intersection V/C	0.760											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersection	2.617	3.036	2.991	2.828
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	527	873	582
d_b, Bicycle Delay [s]	32.07	29.82	17.47	27.65
I_b,int, Bicycle LOS Score for Intersection	1.980	2.356	2.955	2.139
Bicycle LOS	A	B	C	B

Sequence

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



HCM 6th Signalized Intersection Summary
3: Camino Real & Jurupa Rd

01/12/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	304	48	192	280	22	41	131	169	11	172	29
Future Volume (veh/h)	33	304	48	192	280	22	41	131	169	11	172	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	345	55	218	318	25	47	149	192	12	195	33
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	359	57	247	569	45	61	195	251	15	240	216
Arrive On Green	0.03	0.23	0.23	0.14	0.33	0.33	0.30	0.30	0.30	0.14	0.14	0.14
Sat Flow, veh/h	1781	1574	251	1781	1712	135	207	656	845	108	1757	1585
Grp Volume(v), veh/h	38	0	400	218	0	343	388	0	0	207	0	33
Grp Sat Flow(s),veh/h/ln	1781	0	1825	1781	0	1846	1708	0	0	1865	0	1585
Q Serve(g_s), s	1.9	0.0	19.5	10.8	0.0	13.7	18.6	0.0	0.0	9.7	0.0	1.7
Cycle Q Clear(g_c), s	1.9	0.0	19.5	10.8	0.0	13.7	18.6	0.0	0.0	9.7	0.0	1.7
Prop In Lane	1.00		0.14	1.00		0.07	0.12		0.49	0.06		1.00
Lane Grp Cap(c), veh/h	61	0	416	247	0	614	507	0	0	255	0	216
V/C Ratio(X)	0.63	0.00	0.96	0.88	0.00	0.56	0.77	0.00	0.00	0.81	0.00	0.15
Avail Cap(c_a), veh/h	109	0	416	247	0	614	507	0	0	373	0	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	34.4	38.0	0.0	24.6	28.8	0.0	0.0	37.7	0.0	34.3
Incr Delay (d2), s/veh	10.1	0.0	34.3	28.6	0.0	1.1	10.5	0.0	0.0	8.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	12.4	6.6	0.0	6.0	8.9	0.0	0.0	5.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	0.0	68.7	66.6	0.0	25.8	39.3	0.0	0.0	46.2	0.0	34.6
LnGrp LOS	D	A	E	E	A	C	D	A	A	D	A	C
Approach Vol, veh/h		438			561			388			240	
Approach Delay, s/veh		67.3			41.6			39.3			44.6	
Approach LOS		E			D			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.2	17.0	25.0		16.8	7.6	34.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.0	12.5	20.5		18.0	5.5	27.5				
Max Q Clear Time (g_c+I1), s		20.6	12.8	21.5		11.7	3.9	15.7				
Green Ext Time (p_c), s		0.1	0.0	0.0		0.6	0.0	1.6				

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

EP CONDITIONS

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Two-way stop	Delay (sec / veh):	1,813.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.606

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	53	12	0	0	74	21	0	0	0	23	5	77
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	53	12	0	0	74	21	0	0	0	23	5	77
Peak Hour Factor	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	33	0	0	20	59	0	0	0	63	1	21
Total Analysis Volume [veh/h]	57	13	0	0	80	23	0	0	0	25	5	83
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	0.	0.
d_M, Delay for Movement [s/veh]	10	0.	0.	0.	0.	0.	0.	0.	0.	18	18	9.
Movement LOS	B	A			A	A				F	F	A
95th-Percentile Queue Length [veh/ln]	2.	0.	0.	0.	0.	0.	0.	0.	0.	28	28	0.
95th-Percentile Queue Length [ft/ln]	63	0.	0.	0.	0.	0.	0.	0.	0.	71	71	7.
d_A, Approach Delay [s/veh]	8.44			0.00			0.00			1372.88		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	345.86											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Two-way stop	Delay (sec / veh):	43.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	58	23	35	26	0	70	2	24	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	0	58	23	35	26	0	70	2	24	0	0	0
Peak Hour Factor	1.	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	15	65	10	72	0	19	1	65	0	0	0
Total Analysis Volume [veh/h]	0	63	26	38	29	0	76	2	26	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d_M, Delay for Movement [s/veh]	0.	0.	0.	9.	0.	0.	42	43	12	0.	0.	0.
Movement LOS		A	A	A	A		E	E	B			
95th-Percentile Queue Length [veh/ln]	0.	0.	0.	0.	0.	0.	2.	2.	1.	0.	0.	0.
95th-Percentile Queue Length [ft/ln]	0.	0.	0.	3.	0.	0.	52	52	39	0.	0.	0.
d_A, Approach Delay [s/veh]	0.00			1.16			19.18			0.00		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	4.43											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 3: Pyrite / Mission

Control Type:	Signalized	Delay (sec / veh):	33.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Pyrite			Pyrite			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	17	10	15	10	10	10	40	10	10	15	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	10	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pyrite			Pyrite			Mission			Mission		
Base Volume Input [veh/h]	19	25	76	88	10	36	53	38	0	50	26	28
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	25	76	88	10	36	53	38	0	50	26	28
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	7	90	27	31	38	13	19	13	0	18	95	10
Total Analysis Volume [veh/h]	27	36	10	12	15	51	75	54	0	71	38	40
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	9	26	0	13	30	0	14	23	0	28	37	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.00	4.00	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.00	2.00	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	3	30	30	9	36	5	30	30	5	30	30
g / C, Green / Cycle	0.	0.	0.	0.10	0.40	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.08	0.13	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	160	161	16	16	16	16	16	14
c, Capacity [veh/h]	46	56	47	154	646	96	56	56	92	56	47
d1, Uniform Delay [s]	43	25	21	39.9	18.5	41	23	23	41	25	27
k, delay calibration	0.	0.	0.	0.11	0.50	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	11	5.	1.	9.92	1.28	13	2.	2.	12	6.	16
d3, Initial Queue Delay [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.81	0.32	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	54	31	22	49.9	19.8	54	26	26	54	32	43
Lane Group LOS	D	C	C	D	B	D	C	C	D	C	D
Critical Lane Group	N	Ye	N	Yes	No	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	7.	1.	3.10	3.06	1.	4.	4.	1.	7.	9.
50th-Percentile Queue Length [ft/ln]	18	18	43	77.5	76.3	49	12	12	46	19	24
95th-Percentile Queue Length [veh/ln]	1.	11	3.	5.58	5.50	3.	8.	8.	3.	12	14
95th-Percentile Queue Length [ft/ln]	33	29	79	139.	137.	88	21	21	84	30	37

Movement, Approach, & Intersection Results

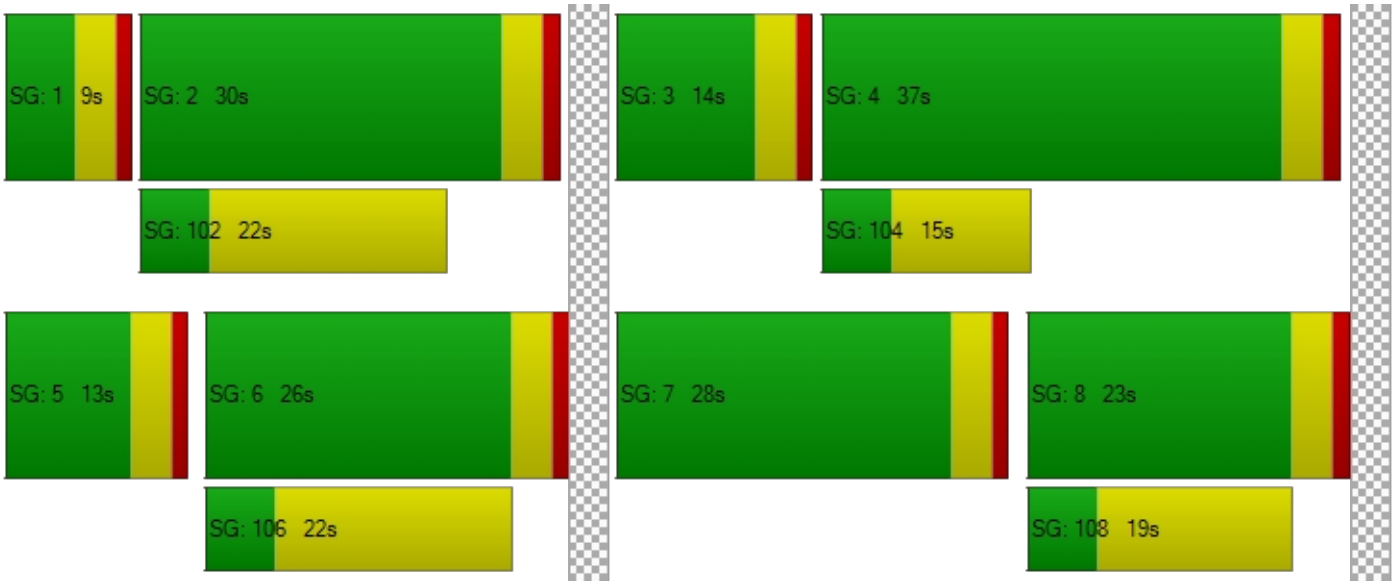
d_M, Delay for Movement [s/veh]	54	31	22	49	19	19	54	26	26	54	32	43
Movement LOS	D	C	C	D	B	B	D	C	C	D	C	D
d_A, Approach Delay [s/veh]	30.60			31.25			30.09			39.61		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	33.88											
Intersection LOS	C											
Intersection V/C	0.648											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.308	2.321	2.630	2.620
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	578	422	733
d_b, Bicycle Delay [s]	25.69	22.76	28.01	18.05
I_b,int, Bicycle LOS Score for Intersection	2.380	2.102	2.074	2.262
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Pyrite / Galena

Control Type:	All-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Pyrite			Pyrite			Galena			Galena		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	10	10	10	13	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Pyrite			Pyrite			Galena			Galena		
Base Volume Input [veh/h]	8	77	3	32	58	12	16	10	2	4	23	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	77	3	32	58	12	16	10	2	4	23	10
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	2	23	1	10	17	37	49	32	1	1	72	30
Total Analysis Volume [veh/h]	10	93	4	38	70	14	19	12	2	5	28	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	529	488	563	605	650
Degree of Utilization, x	0.20	0.08	0.39	0.54	0.64

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.75	0.25	1.81	3.18	4.53
95th-Percentile Queue Length [ft]	18.76	6.31	45.1	79.38	113.37
Approach Delay [s/veh]	11.53	12.70		15.61	17.68
Approach LOS	B	B		C	C
Intersection Delay [s/veh]	15.32				
Intersection LOS	C				

Intersection Level Of Service Report
Intersection 5: Pyrite / Jurupa

Control Type:	Two-way stop	Delay (sec / veh):	19.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.037

Intersection Setup

Name	Pyrite		Jurupa		Jurupa	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Pyrite		Jurupa		Jurupa	
Base Volume Input [veh/h]	10	50	82	400	317	8
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]	10	50	82	400	317	8
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	13	21	105	83	2
Total Analysis Volume [veh/h]	10	52	86	419	332	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.07	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.11	10.90	8.18	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.37	0.37	0.23	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.27	9.27	5.68	5.68	0.00	0.00
d_A, Approach Delay [s/veh]	12.22		1.39		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.61					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Pedley / Mission

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.497

Intersection Setup

Name	Pedley			Pedley			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	20	10	20	25	10	10	22	10	10	20	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedley			Pedley			Mission			Mission		
Base Volume Input [veh/h]	53	37	52	65	31	19	10	25	51	10	40	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	37	52	65	31	19	10	25	51	10	40	10
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	10	14	17	84	52	28	68	14	28	11	29
Total Analysis Volume [veh/h]	57	40	56	70	33	20	11	27	55	11	43	11
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	24	32	0	24	32	0	12	32	0	12	32	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	10	10	10	10	10	10	10	10	10	10	10	10
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	5	35	35	6	36	36	8	35	35	8	35	35
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	16	16	16	14	16	16	15	16	16	15
c, Capacity [veh/h]	73	59	56	90	61	51	12	59	55	12	59	55
d1, Uniform Delay [s]	47	24	24	46	25	23	45	23	23	45	25	25
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	16	1.	2.	13	3.	2.	16	1.	1.	16	2.	3.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	63	26	26	60	28	26	62	24	24	62	28	28
Lane Group LOS	E	C	C	E	C	C	E	C	C	E	C	C
Critical Lane Group	Ye	N	N	N	Ye	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	1.	4.	4.	2.	6.	3.	3.	2.	2.	3.	5.	5.
50th-Percentile Queue Length [ft/ln]	43	10	10	51	17	99	84	74	72	84	14	13
95th-Percentile Queue Length [veh/ln]	3.	7.	7.	3.	11	7.	6.	5.	5.	6.	9.	9.
95th-Percentile Queue Length [ft/ln]	77	19	19	92	27	17	15	13	12	15	23	22

Movement, Approach, & Intersection Results

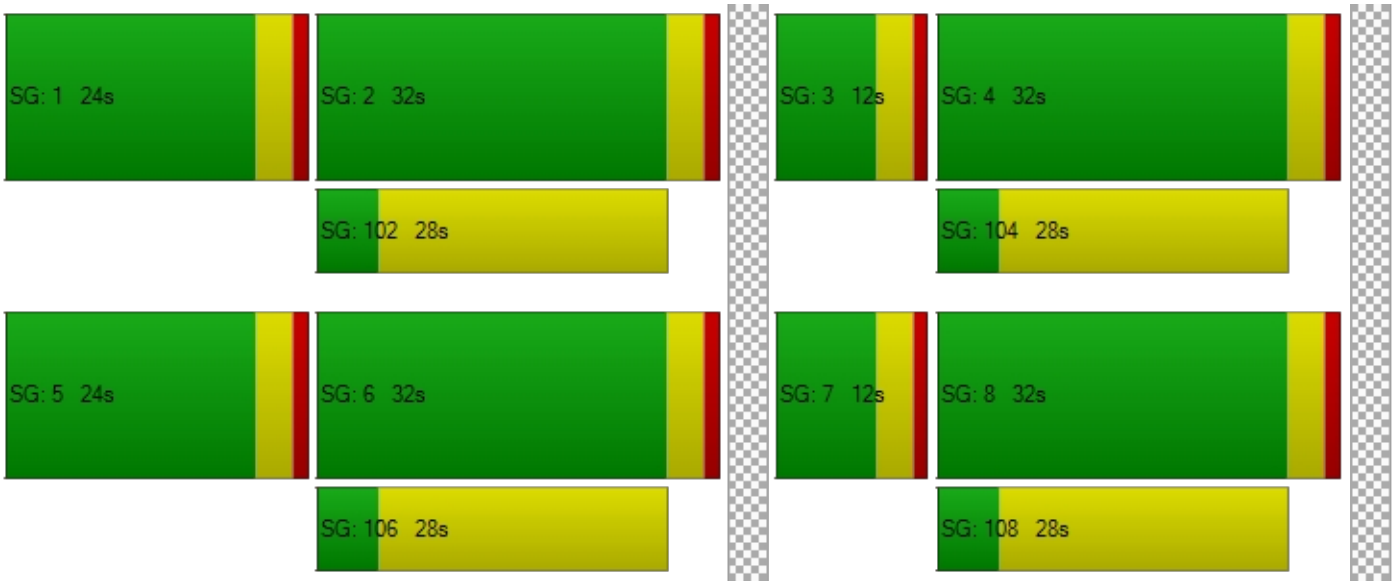
d_M, Delay for Movement [s/veh]	63	26	26	60	28	26	62	24	24	62	28	28
Movement LOS	E	C	C	E	C	C	E	C	C	E	C	C
d_A, Approach Delay [s/veh]	30.55			31.58			34.41			34.12		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	32.66											
Intersection LOS	C											
Intersection V/C	0.497											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	2.386	2.549	2.530	2.514
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	560	560	560
d_b, Bicycle Delay [s]	25.92	25.92	25.92	25.92
I_b,int, Bicycle LOS Score for Intersection	1.983	2.573	1.923	2.110
Bicycle LOS	A	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 7: Tyrolite / Mission

Control Type:	Two-way stop	Delay (sec / veh):	41.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.524

Intersection Setup

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

Volumes

Name	Tyrolite		Mission		Mission	
Base Volume Input [veh/h]	64	57	404	17	18	483
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	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]	64	57	404	17	18	483
Peak Hour Factor	0.6240	0.6240	0.6240	0.6240	0.6240	0.6240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	23	162	7	7	194
Total Analysis Volume [veh/h]	103	91	647	27	29	774
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.52	0.14	0.01	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	41.89	11.34	0.00	0.00	9.07	0.00
Movement LOS	E	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.69	0.48	0.00	0.00	0.10	0.05
95th-Percentile Queue Length [ft/ln]	67.17	11.94	0.00	0.00	2.46	1.23
d_A, Approach Delay [s/veh]	27.56		0.00		0.33	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.36					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 8: Camino Real / Mission

Control Type:	Signalized	Delay (sec / veh):	26.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.370

Intersection Setup

Name	Ca Re			Ca Re			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	22	10	10	17	10	17	15	10	15	25	10	75
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ca Re			Ca Re			Mission			Mission		
Base Volume Input [veh/h]	15	80	11	29	61	42	63	25	80	63	25	29
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	80	11	29	61	42	63	25	80	63	25	29
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	53	29	41	10	22	15	22	90	29	22	92	10
Total Analysis Volume [veh/h]	21	11	16	41	87	60	90	36	11	90	36	41
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,			
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	1.	1.	1.	0.
Split [s]	29	42	0	13	26	0	9	26	29	9	26	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N	N	N	N	
Maximum Recall	N	N		N	N		N	N	N	N	N	
Pedestrian Recall	N	N		N	N		N	N	N	N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	0.	2.	2.	2.
g_i, Effective Green Time [s]	14	18	18	3	6	6	6	47	65	6	47	47
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	16	16	14	16	32	14	16	32	14
c, Capacity [veh/h]	25	32	27	59	12	10	11	16	10	11	16	74
d1, Uniform Delay [s]	36	31	32	42	40	40	41	11	3.	41	11	10
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	7.	0.	1.	13	4.	7.	10	0.	0.	10	0.	0.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	43	31	34	56	45	47	51	12	3.	51	12	10
Lane Group LOS	D	C	C	E	D	D	D	B	A	D	B	B
Critical Lane Group	Ye	N	N	N	N	Ye	Ye	N	N	N	Ye	N
50th-Percentile Queue Length [veh/ln]	4.	2.	3.	1.	1.	1.	2.	1.	0.	2.	1.	0.
50th-Percentile Queue Length [ft/ln]	12	54	83	27	44	43	57	48	12	57	49	10
95th-Percentile Queue Length [veh/ln]	8.	3.	6.	2.	3.	3.	4.	3.	0.	4.	3.	0.
95th-Percentile Queue Length [ft/ln]	21	97	15	50	79	78	10	86	23	10	88	18

Movement, Approach, & Intersection Results

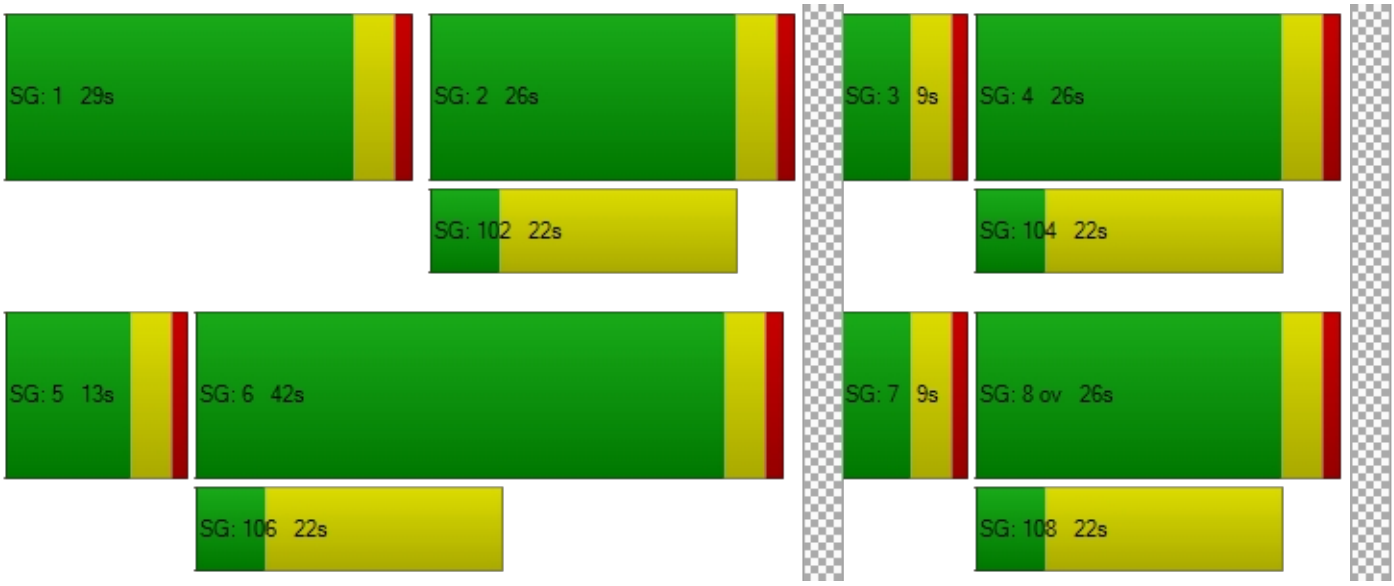
d_M, Delay for Movement [s/veh]	43	31	34	56	45	47	51	12	3.	51	12	10
Movement LOS	D	C	C	E	D	D	D	B	A	D	B	B
d_A, Approach Delay [s/veh]	38.15			48.79			16.75			19.17		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	26.93											
Intersection LOS	C											
Intersection V/C	0.370											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.454	2.386	2.651	2.628
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844	489	489	489
d_b, Bicycle Delay [s]	15.02	25.69	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.371	1.715	2.026	1.972
Bicycle LOS	B	A	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Valley Way / Mission

Control Type:	Signalized	Delay (sec / veh):	31.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name	Va Wa			Va Wa			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	3	2	0	1	1	0	1
Entry Pocket Length [ft]	15	10	10	17	10	17	40	10	12	25	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	49	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Va Wa			Va Wa			Mission			Mission		
Base Volume Input [veh/h]	10	46	33	29	30	37	26	32	26	36	26	60
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	46	33	29	30	37	26	32	26	36	26	60
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	3	12	9	78	81	98	69	86	7	9	71	15
Total Analysis Volume [veh/h]	11	48	35	31	32	39	27	34	27	38	28	63
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe	Pr	Pe	O
Signal Group	1	6	0	5	2	3	3	8	0	7	4	4
Auxiliary Signal Groups						2,						4,
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	5	5	5	0	5	5	5
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
All red [s]	1.	1.	0.	1.	1.	1.	1.	1.	0.	1.	1.	1.
Split [s]	13	30	0	20	37	14	14	41	0	9	36	36
Vehicle Extension [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	21	0	0	24	0	0	21	0	0	27	27
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
Minimum Recall	N	N		N	N	N	N	N		N	N	N
Maximum Recall	N	N		N	N	N	N	N		N	N	N
Pedestrian Recall	N	N		N	N	N	N	N		N	N	N
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	10	10	10	10	10	10	10	10	10	10	10	10
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	0.	2.	2.	2.	2.	2.	0.
g_i, Effective Green Time [s]	1	29	29	16	44	58	10	36	36	3	29	49
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	32	14	31	32	25	31	32	14	16	32	14
c, Capacity [veh/h]	23	92	41	49	13	14	31	11	51	54	92	70
d1, Uniform Delay [s]	48	29	25	39	17	10	44	23	21	47	27	23
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	14	2.	0.	1.	0.	0.	8.	0.	0.	15	0.	17
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	63	31	26	40	18	11	52	23	21	63	28	40
Lane Group LOS	E	C	C	D	B	B	D	C	C	E	C	D
Critical Lane Group	N	Ye	N	N	N	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	5.	0.	3.	2.	2.	3.	3.	0.	1.	2.	16
50th-Percentile Queue Length [ft/ln]	9.	12	16	90	59	53	92	74	11	29	67	40
95th-Percentile Queue Length [veh/ln]	0.	8.	1.	6.	4.	3.	6.	5.	0.	2.	4.	22
95th-Percentile Queue Length [ft/ln]	16	22	29	16	10	96	16	13	19	52	12	56

Movement, Approach, & Intersection Results

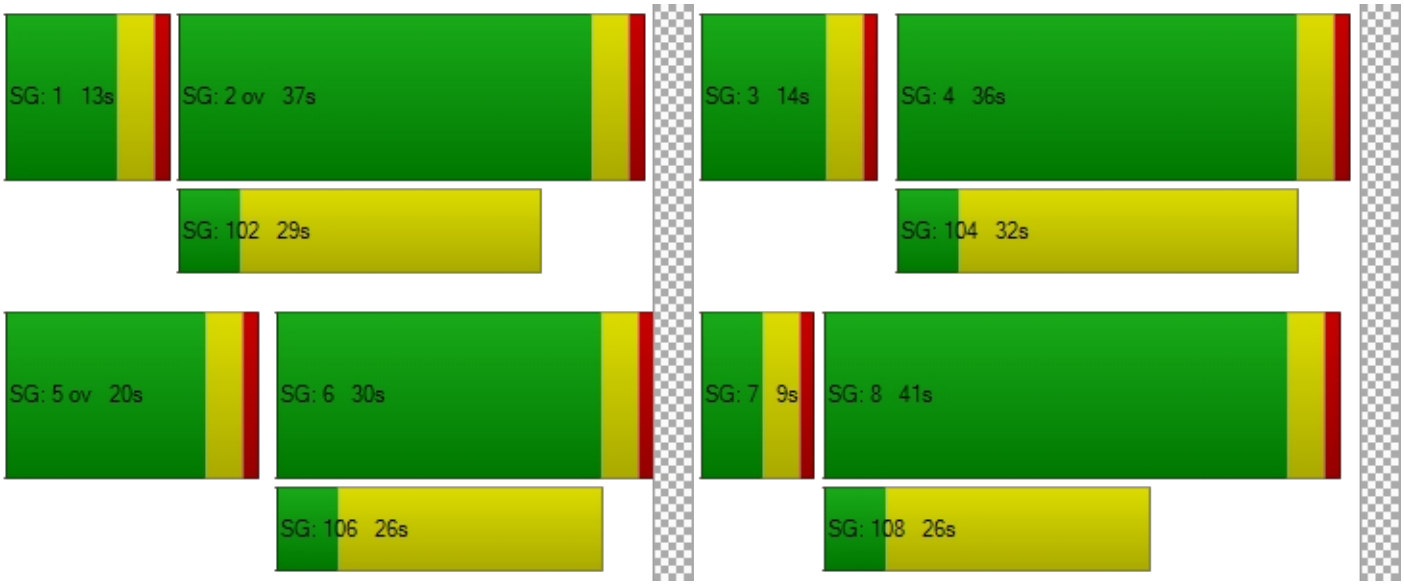
d_M, Delay for Movement [s/veh]	63	31	26	40	18	11	52	23	21	63	28	40
Movement LOS	E	C	C	D	B	B	D	C	C	E	C	D
d_A, Approach Delay [s/veh]	32.22			22.23			35.97			37.90		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	31.46											
Intersection LOS	C											
Intersection V/C	0.369											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	2.609	3.027	2.894	2.726
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	660	740	640
d_b, Bicycle Delay [s]	27.38	22.45	19.85	23.12
I_b,int, Bicycle LOS Score for Intersection	2.000	2.405	2.093	2.346
Bicycle LOS	B	B	B	B

Sequence

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



HCM 6th Signalized Intersection Summary
3: Camino Real & Jurupa Rd

01/12/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	240	15	162	191	18	29	162	191	9	82	20
Future Volume (veh/h)	15	240	15	162	191	18	29	162	191	9	82	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	270	17	182	215	20	33	182	215	10	92	22
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	309	19	216	471	44	56	308	363	14	128	121
Arrive On Green	0.02	0.18	0.18	0.12	0.28	0.28	0.43	0.43	0.43	0.08	0.08	0.08
Sat Flow, veh/h	1781	1741	110	1781	1685	157	131	724	855	182	1679	1585
Grp Volume(v), veh/h	17	0	287	182	0	235	430	0	0	102	0	22
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1842	1710	0	0	1861	0	1585
Q Serve(g_s), s	0.9	0.0	13.6	9.0	0.0	9.5	17.4	0.0	0.0	4.8	0.0	1.2
Cycle Q Clear(g_c), s	0.9	0.0	13.6	9.0	0.0	9.5	17.4	0.0	0.0	4.8	0.0	1.2
Prop In Lane	1.00		0.06	1.00		0.09	0.08		0.50	0.10		1.00
Lane Grp Cap(c), veh/h	34	0	328	216	0	515	727	0	0	142	0	121
V/C Ratio(X)	0.50	0.00	0.87	0.84	0.00	0.46	0.59	0.00	0.00	0.72	0.00	0.18
Avail Cap(c_a), veh/h	99	0	370	228	0	515	727	0	0	372	0	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	36.0	38.7	0.0	26.8	19.9	0.0	0.0	40.6	0.0	38.9
Incr Delay (d2), s/veh	10.7	0.0	18.6	23.1	0.0	0.6	3.5	0.0	0.0	6.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	7.7	5.3	0.0	4.2	7.3	0.0	0.0	2.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	54.6	61.8	0.0	27.4	23.4	0.0	0.0	47.3	0.0	39.7
LnGrp LOS	D	A	D	E	A	C	C	A	A	D	A	D
Approach Vol, veh/h		304			417			430			124	
Approach Delay, s/veh		54.6			42.4			23.4			45.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		42.8	15.4	20.5		11.4	6.2	29.6
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		24.5	11.5	18.0		18.0	5.0	24.5
Max Q Clear Time (g_c+I1), s		19.4	11.0	15.6		6.8	2.9	11.5
Green Ext Time (p_c), s		1.2	0.0	0.4		0.4	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	39.3
HCM 6th LOS	D

Intersection Level Of Service Report
Intersection 11: Pyrite / Dwy 1

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.235

Intersection Setup

Name	Pyrite		Pyrite		Dwy 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pyrite		Pyrite		Dwy 1	
Base Volume Input [veh/h]	732	13	229	279	0	88
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]	732	13	229	279	0	88
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	193	3	60	73	0	23
Total Analysis Volume [veh/h]	771	14	241	294	0	93
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.29	0.00	0.00	0.23
d_M, Delay for Movement [s/veh]	0.00	0.00	11.07	0.00	0.00	16.85
Movement LOS	A	A	B	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.20	0.00	0.00	0.90
95th-Percentile Queue Length [ft/ln]	0.00	0.00	30.01	0.00	0.00	22.46
d_A, Approach Delay [s/veh]	0.00		4.98		16.85	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.00					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 12: Pyrite / Dwy 2

Control Type:	Signalized	Delay (sec / veh):	22.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	Pyrite		Pyrite		Dwy 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	225.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pyrite		Pyrite		Dwy 2	
Base Volume Input [veh/h]	569	20	175	101	126	156
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	569	20	175	101	126	156
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	150	5	46	27	33	41
Total Analysis Volume [veh/h]	599	21	184	106	133	164
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permi	Permi	Protec	Permi	Permi	Overla
Signal Group	6	0	5	2	7	5
Auxiliary Signal Groups						5,7
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	5	0	5	5	5	5
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	16	0	59	75	15	59
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	7	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	55	13	72	10	27
g / C, Green / Cycle	0.61	0.14	0.80	0.11	0.30
(v / s)_i Volume / Saturation Flow Rate	0.37	0.11	0.06	0.08	0.11
s, saturation flow rate [veh/h]	1673	1603	1683	1603	1431
c, Capacity [veh/h]	1021	228	1342	183	430
d1, Uniform Delay [s]	10.85	37.42	1.98	38.55	24.87
k, delay calibration	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.68	6.62	0.12	5.47	0.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.81	0.08	0.73	0.38
d, Delay for Lane Group [s/veh]	13.53	44.03	2.09	44.02	25.43
Lane Group LOS	B	D	A	D	C
Critical Lane Group	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.50	4.28	0.29	3.07	2.77
50th-Percentile Queue Length [ft/ln]	187.62	106.98	7.25	76.83	69.34
95th-Percentile Queue Length [veh/ln]	12.00	7.67	0.52	5.53	4.99
95th-Percentile Queue Length [ft/ln]	299.94	191.79	13.04	138.29	124.81

Movement, Approach, & Intersection Results

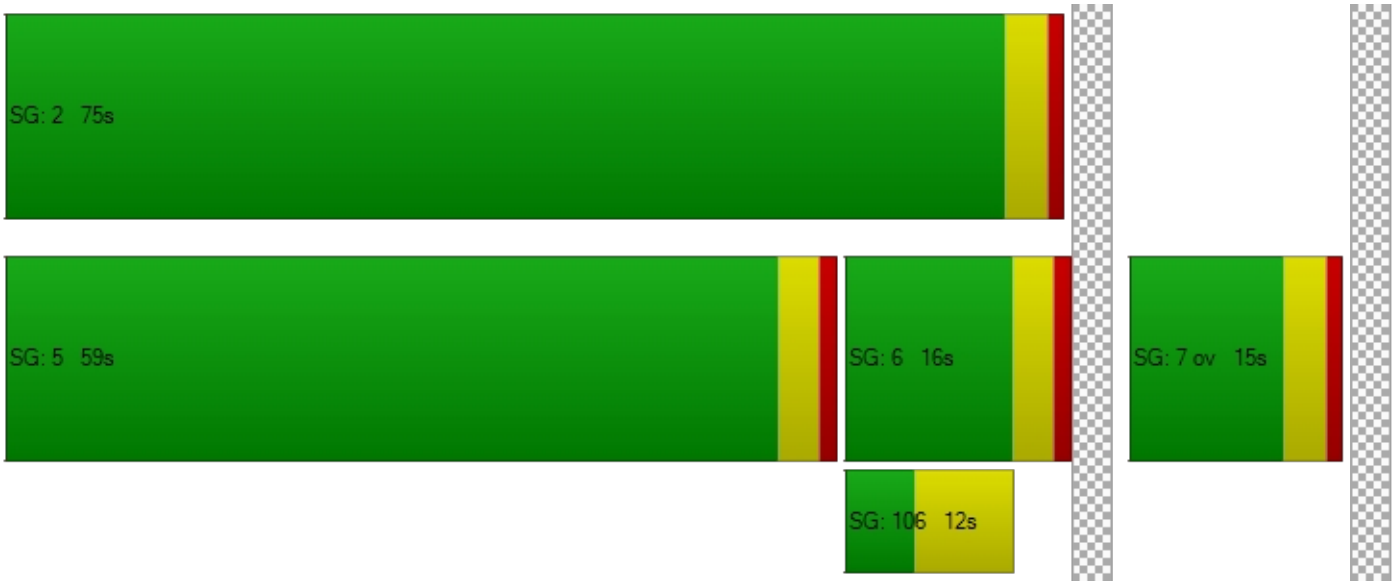
d_M, Delay for Movement [s/veh]	13.53	13.53	44.03	2.09	44.02	25.43
Movement LOS	B	B	D	A	D	C
d_A, Approach Delay [s/veh]	13.53		28.70		33.75	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	22.15					
Intersection LOS	C					
Intersection V/C	0.608					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.255
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	1578	244
d_b, Bicycle Delay [s]	33.80	2.01	34.67
I_b,int, Bicycle LOS Score for Intersection	2.583	2.038	1.560
Bicycle LOS	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 13: Dwy 3 / Mission

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name	Dwy 3		Mission		Mission	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 3		Mission		Mission	
Base Volume Input [veh/h]	0	41	0	551	558	25
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]	0	41	0	551	558	25
Peak Hour Factor	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	0	145	147	7
Total Analysis Volume [veh/h]	0	43	0	580	587	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	10.57	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.20	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.98	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.57		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Dwy 4 / Mission

Control Type:	Signalized	Delay (sec / veh):	12.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

Intersection Setup

Name	Dwy 4		Mission		Mission	
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 Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 4		Mission		Mission	
Base Volume Input [veh/h]	81	41	113	438	542	46
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	41	113	438	542	46
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	11	30	115	143	12
Total Analysis Volume [veh/h]	85	43	119	461	571	48
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permi	Permi	Protec	Permi	Permi	Permi
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	5	5	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	29	0	45	61	16	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	8	73	60	60
g / C, Green / Cycle	0.10	0.09	0.81	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.08	0.07	0.14	0.18	0.19
s, saturation flow rate [veh/h]	1541	1603	3204	1683	1638
c, Capacity [veh/h]	158	150	2591	1129	1099
d1, Uniform Delay [s]	39.56	39.97	1.92	5.98	6.02
k, delay calibration	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.50	9.12	0.15	0.60	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.79	0.18	0.27	0.28
d, Delay for Lane Group [s/veh]	49.06	49.09	2.07	6.58	6.66
Lane Group LOS	D	D	A	A	A
Critical Lane Group	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.15	2.92	0.56	2.21	2.23
50th-Percentile Queue Length [ft/ln]	78.71	73.10	14.09	55.26	55.75
95th-Percentile Queue Length [veh/ln]	5.67	5.26	1.01	3.98	4.01
95th-Percentile Queue Length [ft/ln]	141.68	131.58	25.35	99.47	100.36

Movement, Approach, & Intersection Results

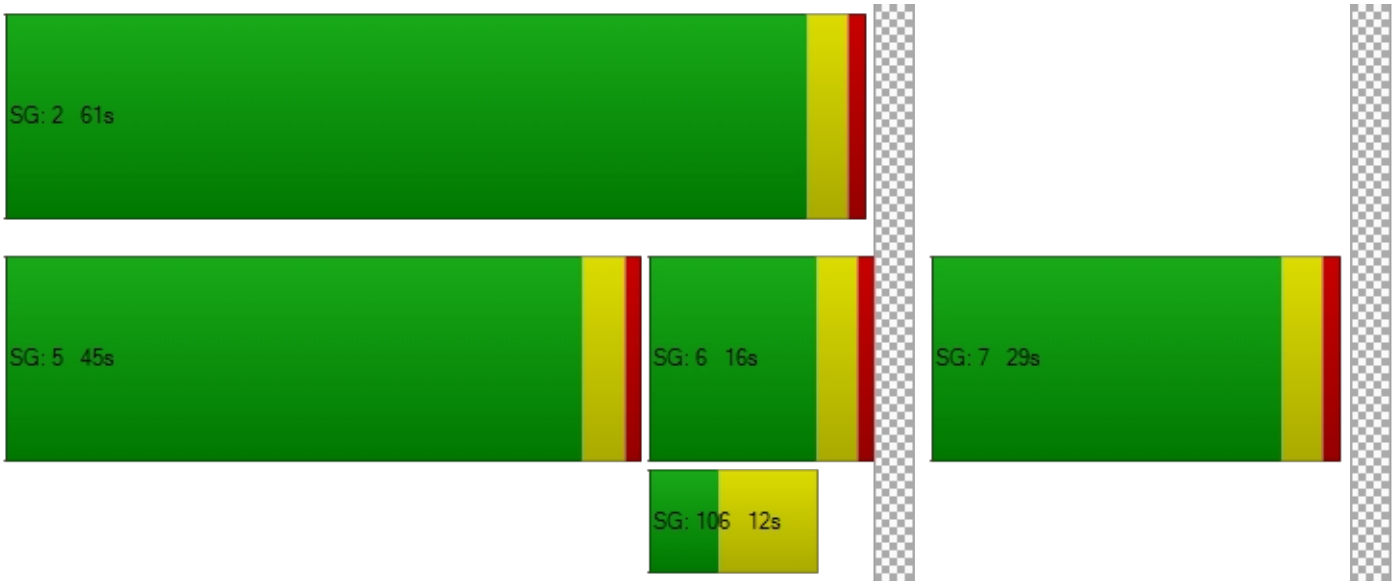
d_M, Delay for Movement [s/veh]	49.06	49.06	49.09	2.07	6.62	6.66
Movement LOS	D	D	D	A	A	A
d_A, Approach Delay [s/veh]	49.06		11.72		6.62	
Approach LOS	D		B		A	
d_I, Intersection Delay [s/veh]	12.94					
Intersection LOS	B					
Intersection V/C	0.362					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.860	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	1267	267
d_b, Bicycle Delay [s]	23.47	6.05	33.80
I_b,int, Bicycle LOS Score for Intersection	1.771	2.038	2.070
Bicycle LOS	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 15: Dwy 5 / Mission

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

Name	Dwy 5		Mission		Mission	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 5		Mission		Mission	
Base Volume Input [veh/h]	0	41	0	522	546	46
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]	0	41	0	522	546	46
Peak Hour Factor	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	0	137	144	12
Total Analysis Volume [veh/h]	0	43	0	549	575	48
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	10.61	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.20	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.02	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.61		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Two-way stop	Delay (sec / veh):	1,022.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.065

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	34	31	0	0	11	12	0	0	0	27	0	71
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	34	31	0	0	11	12	0	0	0	27	0	71
Peak Hour Factor	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	94	86	0	0	31	34	0	0	0	76	0	19
Total Analysis Volume [veh/h]	37	34	0	0	12	13	0	0	0	30	0	78
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	0.	0.
d_M, Delay for Movement [s/veh]	8.	0.	0.	0.	0.	0.	0.	0.	0.	10	10	10
Movement LOS	A	A			A	A				F	F	B
95th-Percentile Queue Length [veh/ln]	1.	0.	0.	0.	0.	0.	0.	0.	0.	29	29	0.
95th-Percentile Queue Length [ft/ln]	30	0.	0.	0.	0.	0.	0.	0.	0.	73	73	9.
d_A, Approach Delay [s/veh]	4.65			0.00			0.00			814.99		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	229.77											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Two-way stop	Delay (sec / veh):	256.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	39	22	48	34	0	28	3	52	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	0	39	22	48	34	0	28	3	52	0	0	0
Peak Hour Factor	1.	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	10	59	13	91	0	74	1	13	0	0	0
Total Analysis Volume [veh/h]	0	41	23	50	36	0	29	3	54	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
d_M, Delay for Movement [s/veh]	0.	0.	0.	9.	0.	0.	25	25	28	0.	0.	0.
Movement LOS		A	A	A	A		F	F	D			
95th-Percentile Queue Length [veh/ln]	0.	0.	0.	0.	0.	0.	17	17	8.	0.	0.	0.
95th-Percentile Queue Length [ft/ln]	0.	0.	0.	4.	0.	0.	43	43	20	0.	0.	0.
d_A, Approach Delay [s/veh]	0.00			1.09			108.70			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	48.52											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Pyrite / Mission

Control Type:	Signalized	Delay (sec / veh):	37.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name	Pyrite			Pyrite			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	17	10	15	10	10	10	40	10	10	15	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	10	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pyrite			Pyrite			Mission			Mission		
Base Volume Input [veh/h]	27	13	60	28	22	34	28	68	36	48	29	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	13	60	28	22	34	28	68	36	48	29	10
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	7	36	16	78	60	9	8	18	10	13	81	28
Total Analysis Volume [veh/h]	29	14	65	31	24	37	30	74	39	52	32	11
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	9	26	0	22	39	0	9	23	0	19	33	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.00	4.00	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.00	2.00	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	3	26	26	18	42	3	26	26	4	27	27
g / C, Green / Cycle	0.	0.	0.	0.20	0.46	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.19	0.17	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	160	164	16	16	16	16	16	15
c, Capacity [veh/h]	48	48	41	321	757	49	48	48	67	50	46
d1, Uniform Delay [s]	43	24	23	35.7	15.8	43	29	29	42	25	25
k, delay calibration	0.	0.	0.	0.14	0.50	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	11	1.	0.	20.6	1.37	11	13	13	17	2.	3.
d3, Initial Queue Delay [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.97	0.37	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	54	26	24	56.4	17.1	54	42	43	60	28	28
Lane Group LOS	D	C	C	E	B	D	D	D	E	C	C
Critical Lane Group	N	Ye	N	Yes	No	N	N	Ye	Ye	N	N
50th-Percentile Queue Length [veh/ln]	0.	2.	1.	8.45	3.83	0.	9.	9.	1.	4.	3.
50th-Percentile Queue Length [ft/ln]	19	63	27	211.	95.8	20	23	23	36	10	99
95th-Percentile Queue Length [veh/ln]	1.	4.	1.	13.2	6.90	1.	14	14	2.	7.	7.
95th-Percentile Queue Length [ft/ln]	35	11	49	330.	172.	36	36	35	65	18	17

Movement, Approach, & Intersection Results

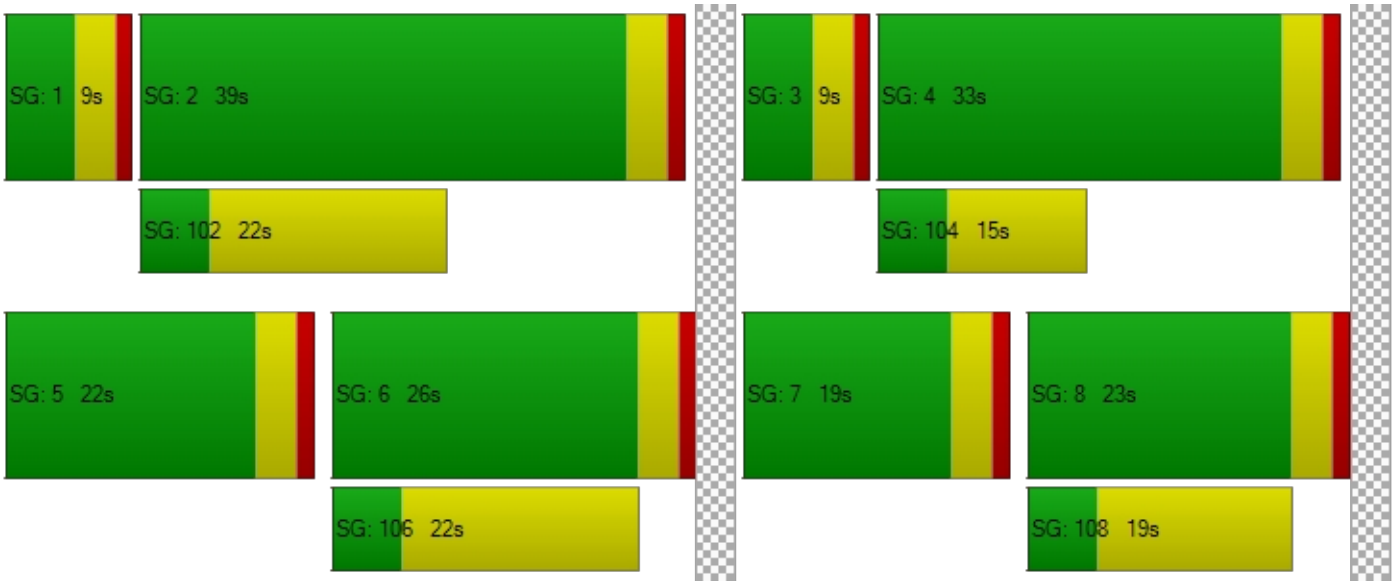
d_M, Delay for Movement [s/veh]	54	26	24	56	17	17	54	42	43	60	28	28
Movement LOS	D	C	C	E	B	B	D	D	D	E	C	C
d_A, Approach Delay [s/veh]	29.33			37.90			43.33			31.84		
Approach LOS	C			D			D			C		
d_I, Intersection Delay [s/veh]	37.61											
Intersection LOS	D											
Intersection V/C	0.571											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.272	2.227	2.649	2.615
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	778	422	644
d_b, Bicycle Delay [s]	25.69	16.81	28.01	20.67
I_b,int, Bicycle LOS Score for Intersection	1.952	2.531	2.227	1.964
Bicycle LOS	A	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 4: Pyrite / Galena

Control Type:	All-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

Intersection Setup

Name	Pyrite			Pyrite			Galena			Galena		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	10	10	10	13	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Pyrite			Pyrite			Galena			Galena		
Base Volume Input [veh/h]	3	65	1	73	11	11	11	16	4	2	16	82
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	65	1	73	11	11	11	16	4	2	16	82
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	1	19	0	21	32	34	33	48	1	1	48	23
Total Analysis Volume [veh/h]	3	74	1	84	12	13	13	19	5	2	19	94
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	551	519	594	626	646
Degree of Utilization, x	0.14	0.16	0.44	0.52	0.45

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.49	0.57	2.25	3.03	2.30
95th-Percentile Queue Length [ft]	12.26	14.3	56.2	75.84	57.39
Approach Delay [s/veh]	10.60	12.86		14.86	12.98
Approach LOS	B	B		B	B
Intersection Delay [s/veh]	13.35				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 5: Pyrite / Jurupa

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name	Pyrite		Jurupa		Jurupa	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Pyrite		Jurupa		Jurupa	
Base Volume Input [veh/h]	13	74	53	355	321	2
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]	13	74	53	355	321	2
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	20	14	94	85	1
Total Analysis Volume [veh/h]	14	79	56	377	341	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.11	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.38	11.26	8.10	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.55	0.55	0.14	0.14	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.80	13.80	3.62	3.62	0.00	0.00
d_A, Approach Delay [s/veh]	12.18		1.05		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.83					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Pedley / Mission

Control Type:	Signalized	Delay (sec / veh):	32.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.514

Intersection Setup

Name	Pedley			Pedley			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	20	10	20	25	10	10	22	10	10	20	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedley			Pedley			Mission			Mission		
Base Volume Input [veh/h]	68	31	61	10	41	18	13	46	82	48	24	70
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	31	61	10	41	18	13	46	82	48	24	70
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	17	80	16	28	10	46	34	11	21	12	64	18
Total Analysis Volume [veh/h]	69	32	62	11	41	18	13	47	84	49	25	72
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	12	32	0	12	32	0	24	32	0	24	32	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	10	10	10	10	10	10	10	10	10	10	10	10
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	5	33	33	8	35	35	10	39	39	4	33	33
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	15	16	16	14	16	16	15	16	16	15
c, Capacity [veh/h]	88	55	52	12	59	50	16	66	62	63	55	51
d1, Uniform Delay [s]	46	25	25	45	27	24	43	22	22	47	25	25
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	14	1.	1.	14	6.	2.	9.	2.	2.	18	1.	1.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	61	27	27	59	34	26	53	24	24	66	26	26
Lane Group LOS	E	C	C	E	C	C	D	C	C	E	C	C
Critical Lane Group	Ye	N	N	N	Ye	N	N	N	Ye	Ye	N	N
50th-Percentile Queue Length [veh/ln]	2.	3.	3.	3.	9.	3.	3.	5.	4.	1.	3.	3.
50th-Percentile Queue Length [ft/ln]	50	94	91	79	23	87	93	12	12	38	78	75
95th-Percentile Queue Length [veh/ln]	3.	6.	6.	5.	14	6.	6.	8.	8.	2.	5.	5.
95th-Percentile Queue Length [ft/ln]	91	16	16	14	36	15	16	22	21	68	14	13

Movement, Approach, & Intersection Results

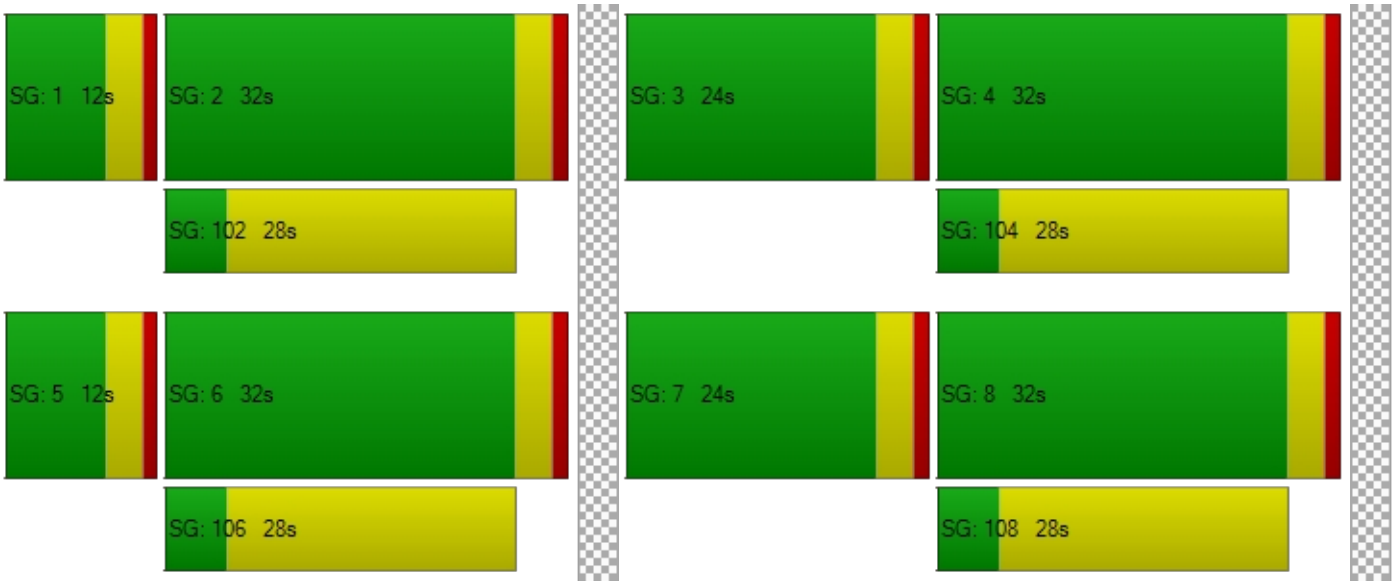
d_M, Delay for Movement [s/veh]	61	27	27	59	34	26	53	24	24	66	26	26
Movement LOS	E	C	C	E	C	C	D	C	C	E	C	C
d_A, Approach Delay [s/veh]	32.62			36.26			30.09			31.88		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	32.88											
Intersection LOS	C											
Intersection V/C	0.514											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	2.383	2.549	2.541	2.506
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	560	560	560
d_b, Bicycle Delay [s]	25.92	25.92	25.92	25.92
I_b,int, Bicycle LOS Score for Intersection	1.933	2.739	2.133	1.869
Bicycle LOS	A	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 7: Tyrolite / Mission

Control Type:	Two-way stop	Delay (sec / veh):	22.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

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

Volumes

Name	Tyrolite		Mission		Mission	
Base Volume Input [veh/h]	30	19	690	39	23	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]	30	19	690	39	23	372
Peak Hour Factor	0.9720	0.9720	0.9720	0.9720	0.9720	0.9720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	177	10	6	96
Total Analysis Volume [veh/h]	31	20	710	40	24	383
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.03	0.01	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	21.97	10.98	0.00	0.00	9.33	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.43	0.10	0.00	0.00	0.09	0.04
95th-Percentile Queue Length [ft/ln]	10.79	2.49	0.00	0.00	2.16	1.08
d_A, Approach Delay [s/veh]	17.66		0.00		0.55	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.93					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 8: Camino Real / Mission

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Ca Re			Ca Re			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	22	10	10	17	10	17	15	10	15	25	10	75
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ca Re			Ca Re			Mission			Mission		
Base Volume Input [veh/h]	92	38	73	34	58	57	21	51	15	10	26	15
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	38	73	34	58	57	21	51	15	10	26	15
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	25	10	19	9	15	15	6	13	41	27	69	4
Total Analysis Volume [veh/h]	98	41	78	36	62	61	22	54	16	10	27	16
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,			
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	1.	1.	1.	0.
Split [s]	29	42	0	13	26	0	9	26	29	9	26	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N	N	N	N	
Maximum Recall	N	N		N	N		N	N	N	N	N	
Pedestrian Recall	N	N		N	N		N	N	N	N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	0.	2.	2.	2.
g_i, Effective Green Time [s]	7	10	10	3	6	6	2	53	65	8	59	59
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	16	16	14	16	32	14	16	32	14
c, Capacity [veh/h]	13	19	16	55	11	93	40	18	10	13	20	93
d1, Uniform Delay [s]	40	36	37	43	40	41	43	9.	4.	40	6.	5.
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	7.	0.	2.	12	4.	7.	11	0.	0.	9.	0.	0.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	48	36	39	55	45	48	54	9.	4.	49	6.	5.
Lane Group LOS	D	D	D	E	D	D	D	A	A	D	A	A
Critical Lane Group	Ye	N	N	N	N	Ye	N	Ye	N	Ye	N	N
50th-Percentile Queue Length [veh/ln]	2.	0.	1.	0.	1.	1.	0.	2.	0.	2.	0.	0.
50th-Percentile Queue Length [ft/ln]	59	21	42	24	36	37	15	63	19	66	23	2.
95th-Percentile Queue Length [veh/ln]	4.	1.	3.	1.	2.	2.	1.	4.	1.	4.	1.	0.
95th-Percentile Queue Length [ft/ln]	10	37	76	43	65	67	27	11	35	12	41	4.

Movement, Approach, & Intersection Results

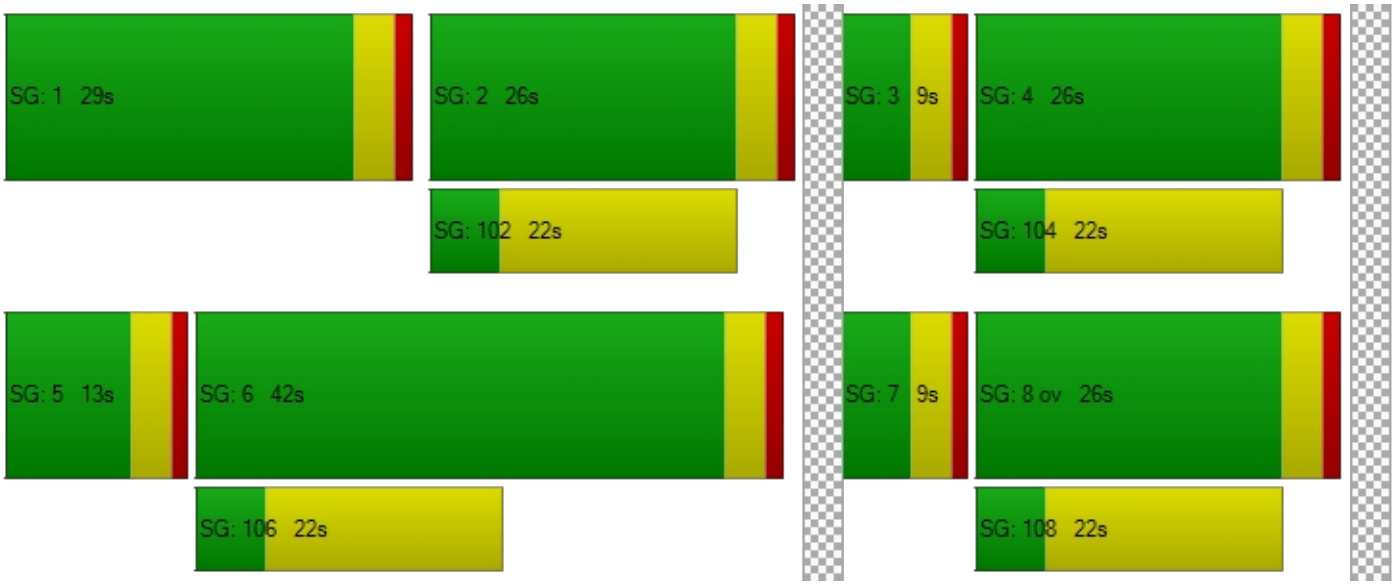
d_M, Delay for Movement [s/veh]	48	36	39	55	45	48	54	9.	4.	49	6.	5.
Movement LOS	D	D	D	E	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	43.11			48.95			9.72			17.90		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	20.81											
Intersection LOS	C											
Intersection V/C	0.358											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.409	2.348	2.644	2.627
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844	489	489	489
d_b, Bicycle Delay [s]	15.02	25.69	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	1.918	1.691	2.165	1.890
Bicycle LOS	A	A	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Valley Way / Mission

Control Type:	Signalized	Delay (sec / veh):	48.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.767

Intersection Setup

Name	Va Wa			Va Wa			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	3	2	0	1	1	0	1
Entry Pocket Length [ft]	15	10	10	17	10	17	40	10	12	25	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	49	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Va Wa			Va Wa			Mission			Mission		
Base Volume Input [veh/h]	13	39	85	41	33	18	64	98	19	62	20	41
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	39	85	41	33	18	64	98	19	62	20	41
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	3	10	22	10	87	48	16	25	5	16	54	10
Total Analysis Volume [veh/h]	14	40	89	43	34	19	66	10	20	65	21	43
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe	Pr	Pe	O
Signal Group	1	6	0	5	2	3	3	8	0	7	4	4
Auxiliary Signal Groups						2,						4,
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	5	5	5	0	5	5	5
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
All red [s]	1.	1.	0.	1.	1.	1.	1.	1.	0.	1.	1.	1.
Split [s]	15	30	0	18	33	26	26	53	0	9	36	36
Vehicle Extension [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	21	0	0	24	0	0	21	0	0	27	27
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
Minimum Recall	N	N		N	N	N	N	N		N	N	N
Maximum Recall	N	N		N	N	N	N	N		N	N	N
Pedestrian Recall	N	N		N	N	N	N	N		N	N	N
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	11	11	11	11	11	11	11	11	11	11	11	11
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	0.	2.	2.	2.	2.	2.	0.
g_i, Effective Green Time [s]	2	29	29	14	41	67	22	46	46	5	29	47
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	32	14	31	32	25	31	32	14	16	32	14
c, Capacity [veh/h]	27	84	37	39	11	15	62	13	59	74	84	61
d1, Uniform Delay [s]	53	34	31	48	24	9.	44	27	18	52	32	25
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	14	1.	1.	52	0.	0.	39	4.	0.	25	0.	6.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	68	36	33	10	24	9.	83	31	19	77	32	32
Lane Group LOS	E	D	C	F	C	A	F	C	B	E	C	C
Critical Lane Group	N	Ye	N	Ye	N	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	4.	2.	8.	3.	0.	11	12	0.	2.	2.	10
50th-Percentile Queue Length [ft/ln]	12	12	50	20	82	24	29	30	8.	57	59	25
95th-Percentile Queue Length [veh/ln]	0.	8.	3.	13	5.	1.	18	17	0.	4.	4.	15
95th-Percentile Queue Length [ft/ln]	22	21	90	33	14	43	45	44	14	10	10	38

Movement, Approach, & Intersection Results

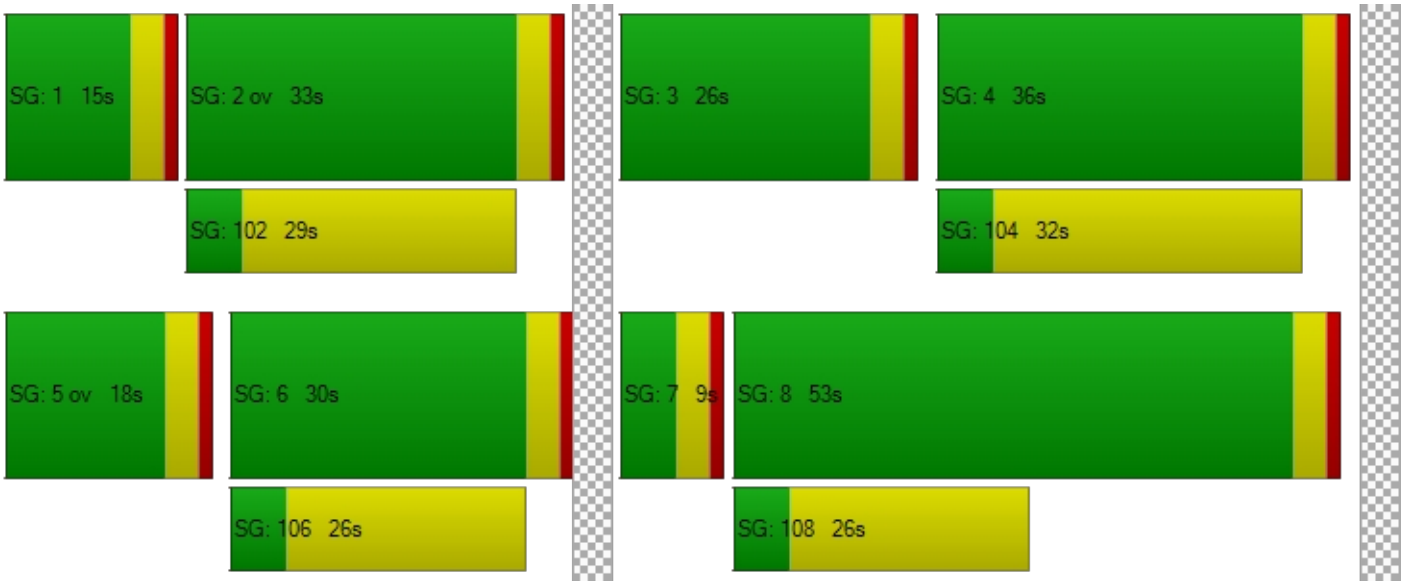
d_M, Delay for Movement [s/veh]	68	36	33	10	24	9.	83	31	19	77	32	32
Movement LOS	E	D	C	F	C	A	F	C	B	E	C	C
d_A, Approach Delay [s/veh]	36.56			55.65			51.77			36.70		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	48.01											
Intersection LOS	D											
Intersection V/C	0.767											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersection	2.617	3.039	2.997	2.832
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	527	891	582
d_b, Bicycle Delay [s]	32.07	29.82	16.91	27.65
I_b,int, Bicycle LOS Score for Intersection	1.980	2.365	2.971	2.148
Bicycle LOS	A	B	C	B

Sequence

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



HCM 6th Signalized Intersection Summary
3: Camino Real & Jurupa Rd

01/12/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	304	48	192	280	22	41	150	169	11	193	29
Future Volume (veh/h)	33	304	48	192	280	22	41	150	169	11	193	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	345	55	218	318	25	47	170	192	12	219	33
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	355	57	247	565	44	56	204	231	14	264	236
Arrive On Green	0.03	0.23	0.23	0.14	0.33	0.33	0.29	0.29	0.29	0.15	0.15	0.15
Sat Flow, veh/h	1781	1574	251	1781	1712	135	197	713	805	97	1769	1585
Grp Volume(v), veh/h	38	0	400	218	0	343	409	0	0	231	0	33
Grp Sat Flow(s),veh/h/ln	1781	0	1825	1781	0	1846	1716	0	0	1866	0	1585
Q Serve(g_s), s	1.9	0.0	19.6	10.8	0.0	13.8	20.1	0.0	0.0	10.8	0.0	1.6
Cycle Q Clear(g_c), s	1.9	0.0	19.6	10.8	0.0	13.8	20.1	0.0	0.0	10.8	0.0	1.6
Prop In Lane	1.00		0.14	1.00		0.07	0.11		0.47	0.05		1.00
Lane Grp Cap(c), veh/h	61	0	412	247	0	610	492	0	0	278	0	236
V/C Ratio(X)	0.63	0.00	0.97	0.88	0.00	0.56	0.83	0.00	0.00	0.83	0.00	0.14
Avail Cap(c_a), veh/h	101	0	412	247	0	610	492	0	0	375	0	319
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	34.6	38.0	0.0	24.8	30.1	0.0	0.0	37.2	0.0	33.3
Incr Delay (d2), s/veh	10.1	0.0	36.8	28.6	0.0	1.2	15.1	0.0	0.0	11.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	12.6	6.6	0.0	6.0	10.1	0.0	0.0	5.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	0.0	71.4	66.6	0.0	26.0	45.2	0.0	0.0	48.2	0.0	33.5
LnGrp LOS	D	A	E	E	A	C	D	A	A	D	A	C
Approach Vol, veh/h		438			561			409			264	
Approach Delay, s/veh		69.8			41.8			45.2			46.4	
Approach LOS		E			D			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.3	17.0	24.8		17.9	7.6	34.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.1	12.5	20.3		18.1	5.1	27.7				
Max Q Clear Time (g_c+I1), s		22.1	12.8	21.6		12.8	3.9	15.8				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.6	0.0	1.6				

Intersection Summary	
HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Intersection Level Of Service Report
Intersection 11: Pyrite / Dwy 1

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.257

Intersection Setup

Name	Pyrite		Pyrite		Dwy 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pyrite		Pyrite		Dwy 1	
Base Volume Input [veh/h]	486	16	271	604	0	136
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]	486	16	271	604	0	136
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	128	4	71	159	0	36
Total Analysis Volume [veh/h]	512	17	285	636	0	143
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.27	0.01	0.00	0.26
d_M, Delay for Movement [s/veh]	0.00	0.00	9.77	0.00	0.00	13.71
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.12	0.00	0.00	1.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	28.05	0.00	0.00	25.48
d_A, Approach Delay [s/veh]	0.00		3.02		13.71	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.98					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Pyrite / Dwy 2

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name	Pyrite		Pyrite		Dwy 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	1	0
Entry Pocket Length [ft]	100.00	100.00	225.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pyrite		Pyrite		Dwy 2	
Base Volume Input [veh/h]	242	24	207	374	166	242
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	242	24	207	374	166	242
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	6	54	98	44	64
Total Analysis Volume [veh/h]	255	25	218	394	175	255
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permi	Permi	Protec	Permi	Permi	Overla
Signal Group	6	0	5	2	7	5
Auxiliary Signal Groups						5,7
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	5	0	5	5	5	5
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	16	0	56	72	18	56
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	7	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	49	15	68	14	33
g / C, Green / Cycle	0.54	0.17	0.76	0.16	0.37
(v / s)_i Volume / Saturation Flow Rate	0.17	0.14	0.23	0.11	0.18
s, saturation flow rate [veh/h]	1657	1603	1683	1603	1431
c, Capacity [veh/h]	893	275	1271	250	532
d1, Uniform Delay [s]	11.50	35.76	3.52	36.00	21.61
k, delay calibration	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.92	5.13	0.64	3.54	0.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.79	0.31	0.70	0.48
d, Delay for Lane Group [s/veh]	12.42	40.89	4.16	39.54	22.28
Lane Group LOS	B	D	A	D	C
Critical Lane Group	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.14	4.89	1.89	3.83	4.08
50th-Percentile Queue Length [ft/ln]	78.42	122.28	47.19	95.66	101.98
95th-Percentile Queue Length [veh/ln]	5.65	8.52	3.40	6.89	7.34
95th-Percentile Queue Length [ft/ln]	141.15	212.96	84.94	172.18	183.57

Movement, Approach, & Intersection Results

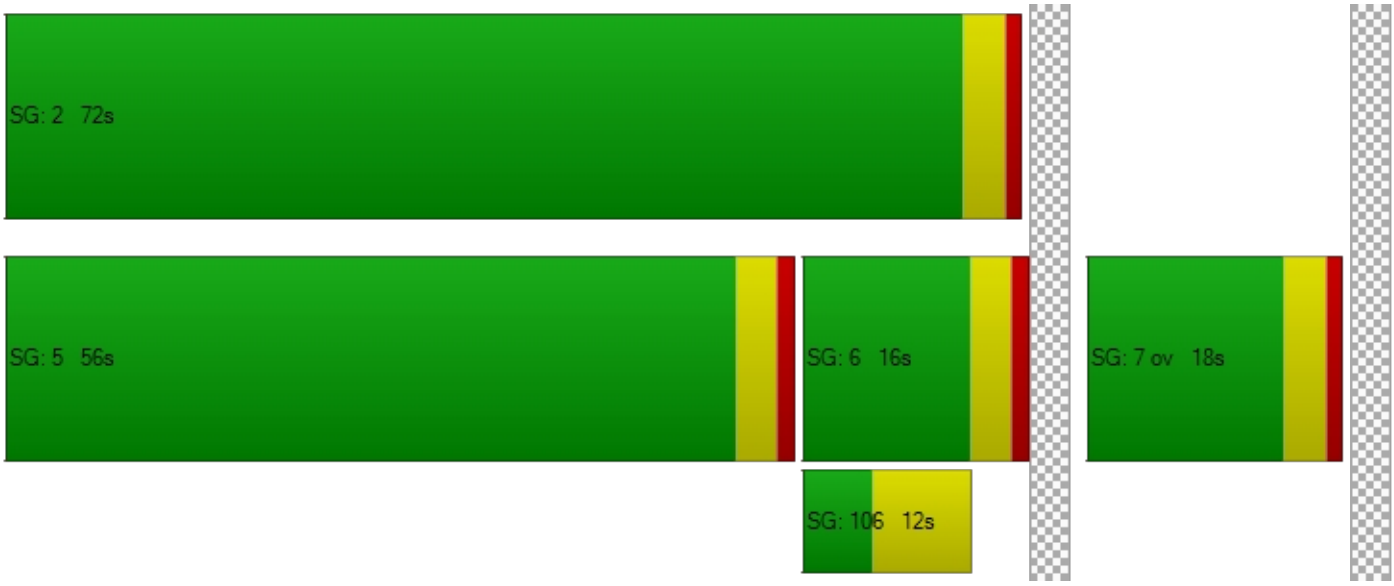
d_M, Delay for Movement [s/veh]	12.42	12.42	40.89	4.16	39.54	22.28
Movement LOS	B	B	D	A	D	C
d_A, Approach Delay [s/veh]	12.42		17.24		29.31	
Approach LOS	B		B		C	
d_I, Intersection Delay [s/veh]	20.15					
Intersection LOS	C					
Intersection V/C	0.470					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.160
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	1511	311
d_b, Bicycle Delay [s]	33.80	2.69	32.09
I_b,int, Bicycle LOS Score for Intersection	2.022	2.569	1.560
Bicycle LOS	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 13: Dwy 3 / Mission

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.077

Intersection Setup

Name	Dwy 3		Mission		Mission	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 3		Mission		Mission	
Base Volume Input [veh/h]	0	57	0	1030	394	32
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]	0	57	0	1030	394	32
Peak Hour Factor	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	0	271	104	8
Total Analysis Volume [veh/h]	0	60	0	1084	415	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.01	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.25	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.01		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Dwy 4 / Mission

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	Dwy 4		Mission		Mission	
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 Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 4		Mission		Mission	
Base Volume Input [veh/h]	114	57	135	895	368	56
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	57	135	895	368	56
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	15	36	236	97	15
Total Analysis Volume [veh/h]	120	60	142	942	387	59
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permi	Permi	Protec	Permi	Permi	Permi
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	5	5	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	19	0	55	71	16	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	10	70	56	56
g / C, Green / Cycle	0.14	0.11	0.77	0.62	0.62
(v / s)_i Volume / Saturation Flow Rate	0.12	0.09	0.29	0.13	0.14
s, saturation flow rate [veh/h]	1541	1603	3204	1683	1608
c, Capacity [veh/h]	211	176	2482	1044	997
d1, Uniform Delay [s]	38.00	39.16	3.24	7.48	7.53
k, delay calibration	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.49	8.45	0.44	0.47	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.81	0.38	0.21	0.22
d, Delay for Lane Group [s/veh]	47.48	47.61	3.69	7.95	8.05
Lane Group LOS	D	D	A	A	A
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.37	3.43	1.99	1.83	1.85
50th-Percentile Queue Length [ft/ln]	109.21	85.83	49.66	45.78	46.29
95th-Percentile Queue Length [veh/ln]	7.80	6.18	3.58	3.30	3.33
95th-Percentile Queue Length [ft/ln]	194.91	154.50	89.38	82.40	83.31

Movement, Approach, & Intersection Results

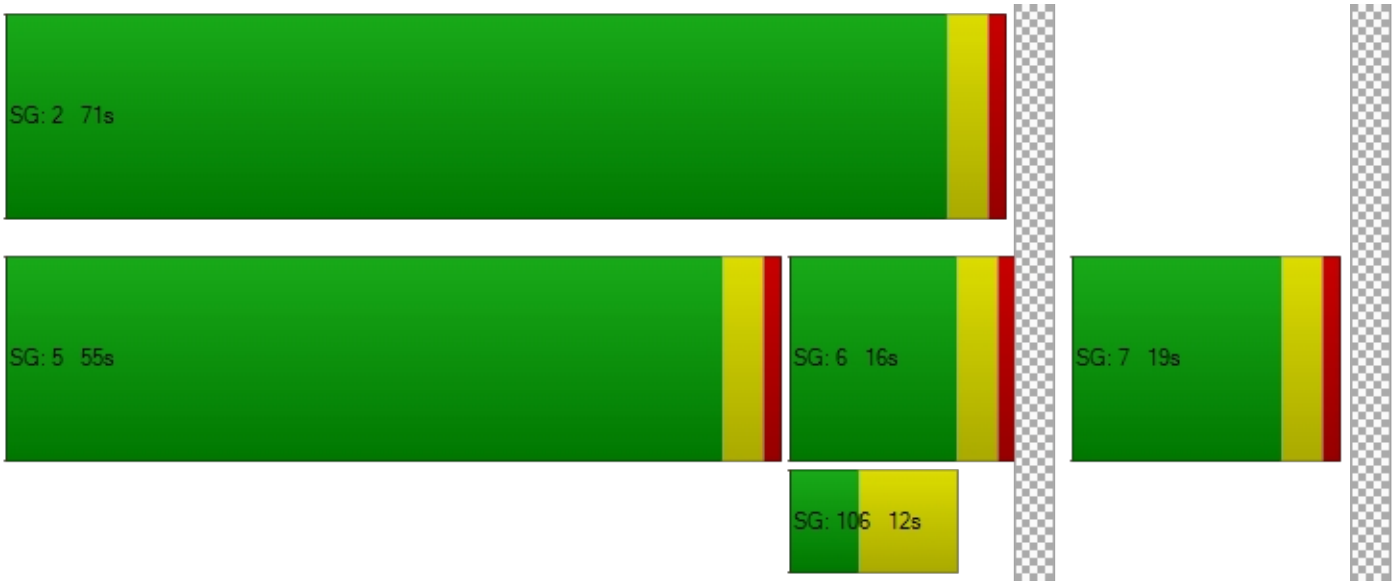
d_M, Delay for Movement [s/veh]	47.48	47.48	47.61	3.69	7.99	8.05
Movement LOS	D	D	D	A	A	A
d_A, Approach Delay [s/veh]	47.48		9.44		8.00	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	13.07					
Intersection LOS	B					
Intersection V/C	0.430					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.902	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	1489	267
d_b, Bicycle Delay [s]	31.25	2.94	33.80
I_b,int, Bicycle LOS Score for Intersection	1.857	2.454	1.928
Bicycle LOS	A	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 15: Dwy 5 / Mission

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.077

Intersection Setup

Name	Dwy 5		Mission		Mission	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 5		Mission		Mission	
Base Volume Input [veh/h]	0	57	0	1010	366	56
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]	0	57	0	1010	366	56
Peak Hour Factor	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	0	266	96	15
Total Analysis Volume [veh/h]	0	60	0	1063	385	59
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	9.99	0.00	0.00	0.00	0.00
Movement LOS		A		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.25	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.22	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.99		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	A					

OPENING YEAR CONDITIONS

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Two-way stop	Delay (sec / veh):	209.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	42	12	0	0	75	22	0	0	0	90	5	79
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	42	12	0	0	75	22	0	0	0	90	5	79
Peak Hour Factor	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	11	34	0	0	20	60	0	0	0	24	1	21
Total Analysis Volume [veh/h]	46	13	0	0	81	23	0	0	0	97	5	85
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	1.	0.	0.
d_M, Delay for Movement [s/veh]	9.	0.	0.	0.	0.	0.	0.	0.	0.	20	20	9.
Movement LOS	A	A			A	A				F	F	A
95th-Percentile Queue Length [veh/ln]	1.	0.	0.	0.	0.	0.	0.	0.	0.	6.	6.	0.
95th-Percentile Queue Length [ft/ln]	43	0.	0.	0.	0.	0.	0.	0.	0.	17	17	7.
d_A, Approach Delay [s/veh]	7.44			0.00			0.00			118.03		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	24.02											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Two-way stop	Delay (sec / veh):	22.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	47	12	36	12	0	71	2	98	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	0	47	12	36	12	0	71	2	98	0	0	0
Peak Hour Factor	1.	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	12	34	10	34	0	19	1	27	0	0	0
Total Analysis Volume [veh/h]	0	51	13	39	13	0	77	2	10	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d_M, Delay for Movement [s/veh]	0.	0.	0.	9.	0.	0.	21	22	9.	0.	0.	0.
Movement LOS		A	A	A	A		C	C	A			
95th-Percentile Queue Length [veh/ln]	0.	0.	0.	0.	0.	0.	1.	1.	0.	0.	0.	0.
95th-Percentile Queue Length [ft/ln]	0.	0.	0.	3.	0.	0.	26	26	9.	0.	0.	0.
d_A, Approach Delay [s/veh]	0.00			2.02			14.75			0.00		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	3.05											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: Pyrite / Mission

Control Type:	Signalized	Delay (sec / veh):	34.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name	Pyrite			Pyrite			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	17	10	15	10	10	10	40	10	10	15	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	10	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pyrite			Pyrite			Mission			Mission		
Base Volume Input [veh/h]	19	23	56	90	94	47	65	37	0	34	25	28
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	23	56	90	94	47	65	37	0	34	25	28
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	7	85	20	32	33	17	23	13	0	12	91	10
Total Analysis Volume [veh/h]	27	33	79	12	13	67	92	52	0	48	36	40
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	9	26	0	12	29	0	15	23	0	29	37	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.00	4.00	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.00	2.00	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	3	30	30	8	35	6	33	33	4	30	30
g / C, Green / Cycle	0.	0.	0.	0.09	0.39	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.08	0.13	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	160	158	16	16	16	16	16	14
c, Capacity [veh/h]	46	55	47	144	621	11	61	61	64	55	47
d1, Uniform Delay [s]	43	25	21	40.6	19.1	41	21	21	42	25	28
k, delay calibration	0.	0.	0.	0.11	0.50	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	11	4.	0.	16.5	1.37	11	2.	2.	15	5.	18
d3, Initial Queue Delay [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.89	0.32	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	54	30	22	57.1	20.4	52	23	23	58	31	47
Lane Group LOS	D	C	C	E	C	D	C	C	E	C	D
Critical Lane Group	N	Ye	N	Yes	No	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	6.	1.	3.43	3.06	2.	4.	4.	1.	7.	10
50th-Percentile Queue Length [ft/ln]	18	16	31	85.7	76.4	58	11	11	33	18	26
95th-Percentile Queue Length [veh/ln]	1.	10	2.	6.17	5.51	4.	7.	7.	2.	11	15
95th-Percentile Queue Length [ft/ln]	33	27	56	154.	137.	10	19	19	59	29	39

Movement, Approach, & Intersection Results

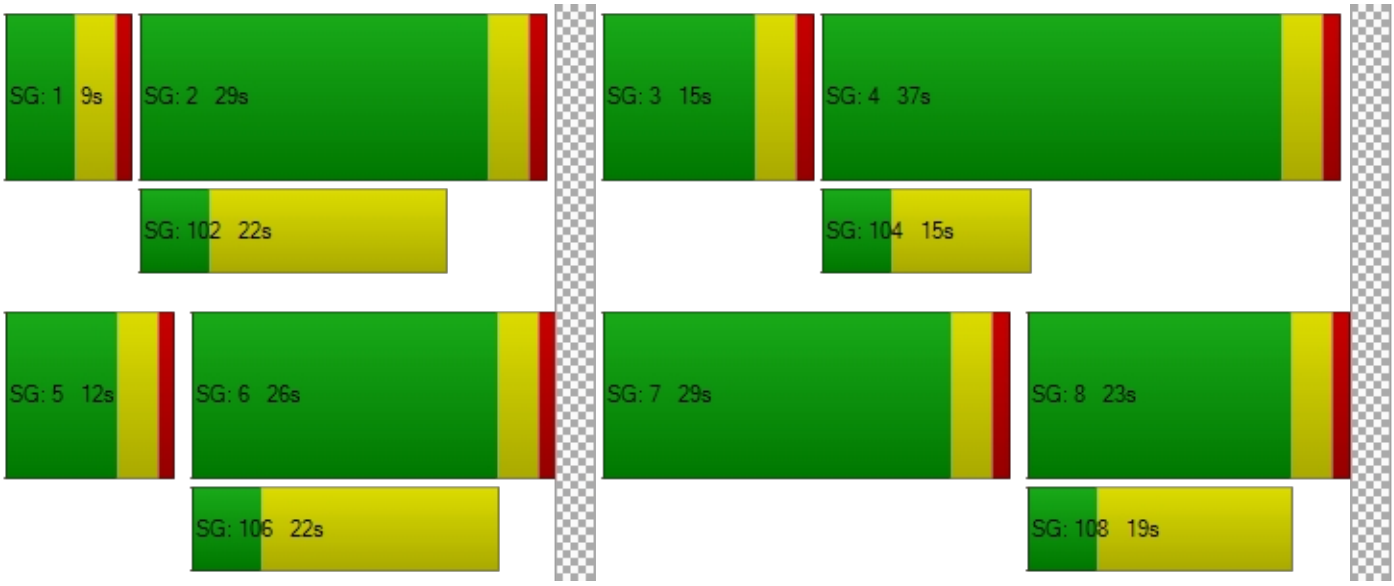
d_M, Delay for Movement [s/veh]	54	30	22	57	20	20	52	23	23	58	31	47
Movement LOS	D	C	C	E	C	C	D	C	C	E	C	D
d_A, Approach Delay [s/veh]	30.32			34.78			28.16			40.96		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	34.32											
Intersection LOS	C											
Intersection V/C	0.654											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.285	2.321	2.629	2.605
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	556	422	733
d_b, Bicycle Delay [s]	25.69	23.47	28.01	18.05
I_b,int, Bicycle LOS Score for Intersection	2.294	2.101	2.071	2.236
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Pyrite / Galena

Control Type:	All-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	Pyrite			Pyrite			Galena			Galena		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	10	10	10	13	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Pyrite			Pyrite			Galena			Galena		
Base Volume Input [veh/h]	8	53	3	33	39	11	15	10	2	4	24	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	53	3	33	39	11	15	10	2	4	24	10
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	2	16	1	10	12	35	47	32	1	1	74	31
Total Analysis Volume [veh/h]	10	64	4	40	47	14	19	12	2	5	29	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	545	499	584	635	685
Degree of Utilization, x	0.14	0.08	0.32	0.51	0.62

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.50	0.26	1.39	2.86	4.30
95th-Percentile Queue Length [ft]	12.42	6.50	34.6	71.47	107.48
Approach Delay [s/veh]	10.70	11.55		14.32	16.38
Approach LOS	B	B		B	C
Intersection Delay [s/veh]	14.28				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 5: Pyrite / Jurupa

Control Type:	Two-way stop	Delay (sec / veh):	17.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Pyrite		Jurupa		Jurupa	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Pyrite		Jurupa		Jurupa	
Base Volume Input [veh/h]	10	31	58	408	323	8
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]	10	31	58	408	323	8
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	8	15	107	85	2
Total Analysis Volume [veh/h]	10	32	61	427	338	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.05	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.91	10.73	8.13	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.16	0.16	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.48	6.48	3.97	3.97	0.00	0.00
d_A, Approach Delay [s/veh]	12.44		1.02		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.16					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Pedley / Mission

Control Type:	Signalized	Delay (sec / veh):	33.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.546

Intersection Setup

Name	Pedley			Pedley			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	20	10	20	25	10	10	22	10	10	20	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedley			Pedley			Mission			Mission		
Base Volume Input [veh/h]	60	43	46	71	34	21	12	25	57	10	42	11
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	43	46	71	34	21	12	25	57	10	42	11
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	11	12	19	94	57	33	69	15	27	11	31
Total Analysis Volume [veh/h]	64	46	49	76	37	23	13	27	61	10	45	12
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	22	32	0	22	32	0	14	32	0	14	32	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	10	10	10	10	10	10	10	10	10	10	10	10
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	5	34	34	6	35	35	10	36	36	8	34	34
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	16	16	16	14	16	16	15	16	16	15
c, Capacity [veh/h]	82	57	55	97	58	50	15	59	56	13	57	53
d1, Uniform Delay [s]	46	25	25	46	27	25	44	23	23	45	26	26
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	14	2.	2.	12	5.	3.	10	1.	1.	10	3.	3.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	61	28	28	59	32	28	54	24	24	56	29	30
Lane Group LOS	E	C	C	E	C	C	D	C	C	E	C	C
Critical Lane Group	Ye	N	N	N	Ye	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	1.	5.	5.	2.	8.	4.	3.	3.	2.	3.	6.	5.
50th-Percentile Queue Length [ft/ln]	47	12	12	54	20	11	90	77	74	75	15	14
95th-Percentile Queue Length [veh/ln]	3.	8.	8.	3.	12	8.	6.	5.	5.	5.	10	9.
95th-Percentile Queue Length [ft/ln]	85	22	21	98	32	20	16	13	13	13	25	24

Movement, Approach, & Intersection Results

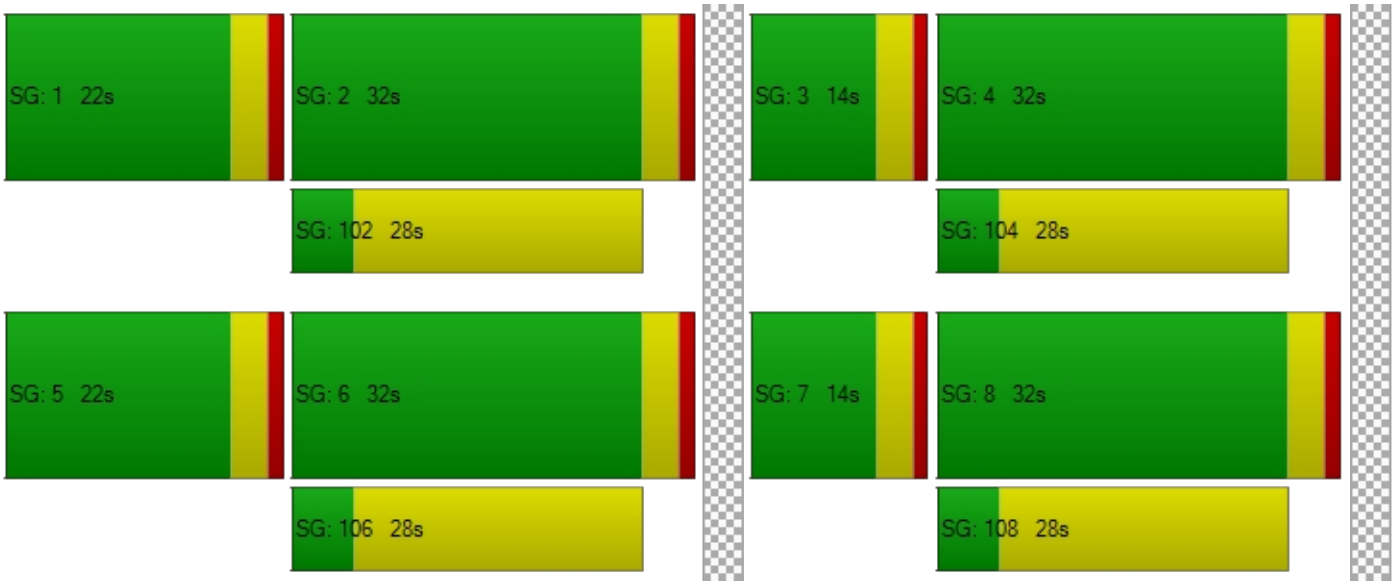
d_M, Delay for Movement [s/veh]	61	28	28	59	32	28	54	24	24	56	30	30
Movement LOS	E	C	C	E	C	C	D	C	C	E	C	C
d_A, Approach Delay [s/veh]	32.11			33.99			32.91			34.16		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	33.38											
Intersection LOS	C											
Intersection V/C	0.546											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	2.411	2.580	2.544	2.519
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	560	560	560
d_b, Bicycle Delay [s]	25.92	25.92	25.92	25.92
I_b,int, Bicycle LOS Score for Intersection	2.036	2.683	1.947	2.128
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 7: Tyrolite / Mission

Control Type:	Two-way stop	Delay (sec / veh):	35.8
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

Intersection Setup

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

Volumes

Name	Tyrolite		Mission		Mission	
Base Volume Input [veh/h]	65	58	378	17	18	451
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]	65	58	378	17	18	451
Peak Hour Factor	0.6240	0.6240	0.6240	0.6240	0.6240	0.6240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	23	151	7	7	181
Total Analysis Volume [veh/h]	104	93	606	27	29	723
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.48	0.14	0.01	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	35.84	11.14	0.00	0.00	8.93	0.00
Movement LOS	E	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.36	0.47	0.00	0.00	0.09	0.05
95th-Percentile Queue Length [ft/ln]	58.92	11.82	0.00	0.00	2.37	1.19
d_A, Approach Delay [s/veh]	24.18		0.00		0.34	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.17					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 8: Camino Real / Mission

Control Type:	Signalized	Delay (sec / veh):	27.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name	Ca Re			Ca Re			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	22	10	10	17	10	17	15	10	15	25	10	75
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ca Re			Ca Re			Mission			Mission		
Base Volume Input [veh/h]	13	82	11	30	62	43	64	24	68	64	24	30
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	82	11	30	62	43	64	24	68	64	24	30
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	49	29	42	11	22	15	23	87	24	23	88	11
Total Analysis Volume [veh/h]	19	11	16	43	88	61	91	35	97	91	35	43
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,			
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	1.	1.	1.	0.
Split [s]	29	44	0	11	26	0	9	26	29	9	26	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N	N	N	N	
Maximum Recall	N	N		N	N		N	N	N	N	N	
Pedestrian Recall	N	N		N	N		N	N	N	N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	0.	2.	2.	2.
g_i, Effective Green Time [s]	13	16	16	3	7	7	7	48	65	7	48	48
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	16	16	14	16	32	14	16	32	14
c, Capacity [veh/h]	23	30	26	61	12	10	11	16	10	11	16	75
d1, Uniform Delay [s]	37	32	34	42	40	40	41	11	3.	41	11	10
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	7.	0.	2.	13	4.	7.	10	0.	0.	10	0.	0.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	44	33	36	56	45	47	51	11	3.	51	11	10
Lane Group LOS	D	C	D	E	D	D	D	B	A	D	B	B
Critical Lane Group	Ye	N	N	N	N	Ye	Ye	N	N	N	Ye	N
50th-Percentile Queue Length [veh/ln]	4.	2.	3.	1.	1.	1.	2.	1.	0.	2.	1.	0.
50th-Percentile Queue Length [ft/ln]	11	57	87	29	44	44	57	45	10	57	45	10
95th-Percentile Queue Length [veh/ln]	8.	4.	6.	2.	3.	3.	4.	3.	0.	4.	3.	0.
95th-Percentile Queue Length [ft/ln]	20	10	15	52	80	79	10	81	19	10	81	19

Movement, Approach, & Intersection Results

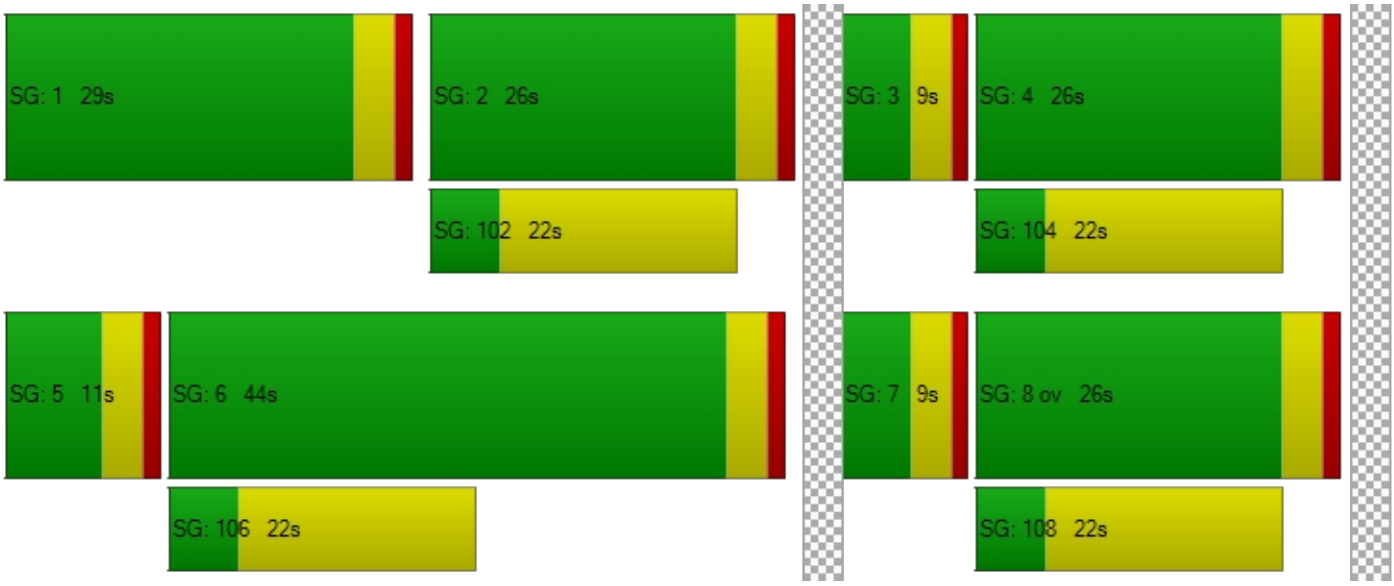
d_M, Delay for Movement [s/veh]	44	33	36	56	45	47	51	11	3.	51	11	10
Movement LOS	D	C	D	E	D	D	D	B	A	D	B	B
d_A, Approach Delay [s/veh]	39.11			48.91			16.89			18.91		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	27.37											
Intersection LOS	C											
Intersection V/C	0.353											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.448	2.388	2.640	2.624
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	889	489	489	489
d_b, Bicycle Delay [s]	13.89	25.69	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.348	1.718	2.003	1.961
Bicycle LOS	B	A	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Valley Way / Mission

Control Type:	Signalized	Delay (sec / veh):	32.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.415

Intersection Setup

Name	Va Wa			Va Wa			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	3	2	0	1	1	0	1
Entry Pocket Length [ft]	15	10	10	17	10	17	40	10	12	25	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	49	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Va Wa			Va Wa			Mission			Mission		
Base Volume Input [veh/h]	10	47	34	31	31	37	26	33	27	37	26	62
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	47	34	31	31	37	26	33	27	37	26	62
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	3	12	9	82	82	97	68	87	7	10	71	16
Total Analysis Volume [veh/h]	11	49	36	32	32	38	27	34	28	39	28	65
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe	Pr	Pe	O
Signal Group	1	6	0	5	2	3	3	8	0	7	4	4
Auxiliary Signal Groups						2,						4,
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	5	5	5	0	5	5	5
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
All red [s]	1.	1.	0.	1.	1.	1.	1.	1.	0.	1.	1.	1.
Split [s]	26	30	0	29	33	15	15	41	0	10	36	36
Vehicle Extension [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	21	0	0	24	0	0	21	0	0	27	27
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
Minimum Recall	N	N		N	N	N	N	N		N	N	N
Maximum Recall	N	N		N	N	N	N	N		N	N	N
Pedestrian Recall	N	N		N	N	N	N	N		N	N	N
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	11	11	11	11	11	11	11	11	11	11	11	11
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	0.	2.	2.	2.	2.	2.	0.
g_i, Effective Green Time [s]	1	29	29	25	53	68	11	36	36	4	29	58
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	32	14	31	32	25	31	32	14	16	32	14
c, Capacity [veh/h]	23	84	37	70	15	15	31	10	47	52	84	75
d1, Uniform Delay [s]	53	35	30	36	16	9.	48	27	25	52	32	22
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	15	3.	0.	0.	0.	0.	7.	0.	0.	18	1.	12
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	69	38	31	37	17	10	56	28	25	71	33	35
Lane Group LOS	E	D	C	D	B	B	E	C	C	E	C	D
Critical Lane Group	N	Ye	N	N	N	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	6.	0.	3.	2.	2.	4.	3.	0.	1.	3.	16
50th-Percentile Queue Length [ft/ln]	9.	15	19	95	61	53	10	88	13	33	79	41
95th-Percentile Queue Length [veh/ln]	0.	10	1.	6.	4.	3.	7.	6.	0.	2.	5.	23
95th-Percentile Queue Length [ft/ln]	17	25	34	17	11	95	18	15	23	60	14	58

Movement, Approach, & Intersection Results

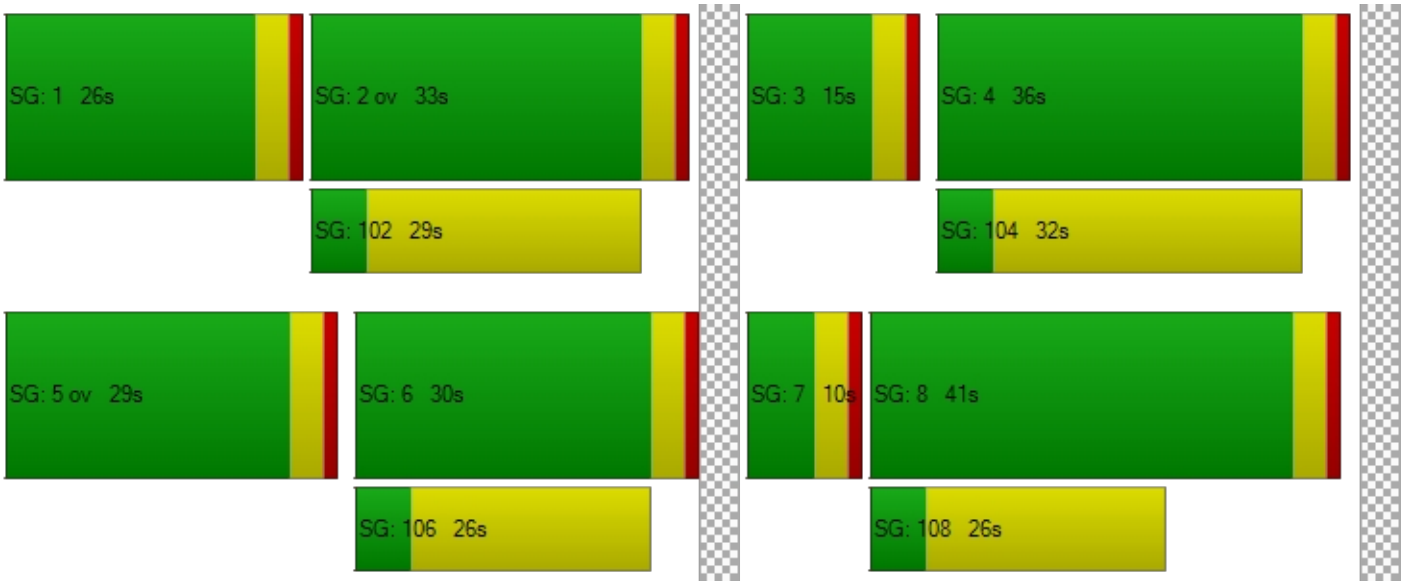
d_M, Delay for Movement [s/veh]	69	38	31	37	17	10	56	28	25	71	33	35
Movement LOS	E	D	C	D	B	B	E	C	C	E	C	D
d_A, Approach Delay [s/veh]	38.53			20.77			40.13			36.40		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	32.44											
Intersection LOS	C											
Intersection V/C	0.415											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersection	2.617	3.038	2.899	2.738
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	527	673	582
d_b, Bicycle Delay [s]	32.07	29.82	24.22	27.65
I_b,int, Bicycle LOS Score for Intersection	2.009	2.421	2.096	2.364
Bicycle LOS	B	B	B	B

Sequence

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



HCM 6th Signalized Intersection Summary
3: Camino Real & Jurupa Rd

01/12/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	245	15	165	195	18	30	148	195	9	70	20
Future Volume (veh/h)	15	245	15	165	195	18	30	148	195	9	70	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	275	17	185	219	20	34	166	219	10	79	22
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	313	19	219	478	44	59	290	382	14	112	108
Arrive On Green	0.02	0.18	0.18	0.12	0.28	0.28	0.43	0.43	0.43	0.07	0.07	0.07
Sat Flow, veh/h	1781	1743	108	1781	1688	154	138	675	890	209	1651	1585
Grp Volume(v), veh/h	17	0	292	185	0	239	419	0	0	89	0	22
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1843	1703	0	0	1860	0	1585
Q Serve(g_s), s	0.9	0.0	13.8	9.1	0.0	9.6	16.8	0.0	0.0	4.2	0.0	1.2
Cycle Q Clear(g_c), s	0.9	0.0	13.8	9.1	0.0	9.6	16.8	0.0	0.0	4.2	0.0	1.2
Prop In Lane	1.00		0.06	1.00		0.08	0.08		0.52	0.11		1.00
Lane Grp Cap(c), veh/h	34	0	333	219	0	522	731	0	0	127	0	108
V/C Ratio(X)	0.50	0.00	0.88	0.85	0.00	0.46	0.57	0.00	0.00	0.70	0.00	0.20
Avail Cap(c_a), veh/h	99	0	370	228	0	522	731	0	0	372	0	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	35.9	38.6	0.0	26.6	19.4	0.0	0.0	41.0	0.0	39.6
Incr Delay (d2), s/veh	10.7	0.0	19.2	23.7	0.0	0.6	3.2	0.0	0.0	6.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	7.9	5.4	0.0	4.2	7.0	0.0	0.0	2.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	55.2	62.3	0.0	27.2	22.7	0.0	0.0	47.9	0.0	40.5
LnGrp LOS	D	A	E	E	A	C	C	A	A	D	A	D
Approach Vol, veh/h		309			424			419			111	
Approach Delay, s/veh		55.1			42.5			22.7			46.5	
Approach LOS		E			D			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		43.1	15.6	20.7		10.6	6.2	30.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		24.5	11.5	18.0		18.0	5.0	24.5				
Max Q Clear Time (g_c+I1), s		18.8	11.1	15.8		6.2	2.9	11.6				
Green Ext Time (p_c), s		1.3	0.0	0.3		0.3	0.0	1.1				

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Two-way stop	Delay (sec / veh):	40.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.561

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	16	32	0	0	11	12	0	0	0	11	0	72
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	16	32	0	0	11	12	0	0	0	11	0	72
Peak Hour Factor	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	46	88	0	0	32	35	0	0	0	31	0	20
Total Analysis Volume [veh/h]	18	35	0	0	12	14	0	0	0	12	0	79
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d_M, Delay for Movement [s/veh]	8.	0.	0.	0.	0.	0.	0.	0.	0.	40	41	10
Movement LOS	A	A			A	A				E	E	B
95th-Percentile Queue Length [veh/ln]	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	3.	0.
95th-Percentile Queue Length [ft/ln]	12	0.	0.	0.	0.	0.	0.	0.	0.	76	76	9.
d_A, Approach Delay [s/veh]	2.82			0.00			0.00			29.09		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	7.32											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Two-way stop	Delay (sec / veh):	31.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	21	45	49	18	0	29	3	36	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	0	21	45	49	18	0	29	3	36	0	0	0
Peak Hour Factor	1.	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	57	12	13	48	0	76	1	95	0	0	0
Total Analysis Volume [veh/h]	0	22	47	51	19	0	30	3	38	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d_M, Delay for Movement [s/veh]	0.	0.	0.	7.	0.	0.	31	31	12	0.	0.	0.
Movement LOS		A	A	A	A		D	D	B			
95th-Percentile Queue Length [veh/ln]	0.	0.	0.	0.	0.	0.	5.	5.	2.	0.	0.	0.
95th-Percentile Queue Length [ft/ln]	0.	0.	0.	3.	0.	0.	13	13	58	0.	0.	0.
d_A, Approach Delay [s/veh]	0.00			1.65			21.03			0.00		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	12.31											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 3: Pyrite / Mission

Control Type:	Signalized	Delay (sec / veh):	35.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name	Pyrite			Pyrite			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	17	10	15	10	10	10	40	10	10	15	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	10	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pyrite			Pyrite			Mission			Mission		
Base Volume Input [veh/h]	28	11	37	29	20	50	42	67	37	22	27	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	11	37	29	20	50	42	67	37	22	27	10
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	8	30	10	79	54	14	11	18	10	6	75	29
Total Analysis Volume [veh/h]	30	12	40	31	21	54	46	72	40	24	30	11
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	31	26	0	32	27	0	10	23	0	9	22	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.00	4.00	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.00	2.00	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	3	25	25	20	43	3	27	27	2	25	25
g / C, Green / Cycle	0.	0.	0.	0.22	0.47	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.20	0.17	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	160	162	16	16	16	16	16	15
c, Capacity [veh/h]	49	47	40	355	767	63	49	48	42	47	42
d1, Uniform Delay [s]	43	25	23	34.0	15.1	42	29	29	43	26	26
k, delay calibration	0.	0.	0.	0.15	0.50	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	11	1.	0.	10.6	1.28	14	11	11	11	3.	3.
d3, Initial Queue Delay [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.89	0.35	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	54	26	24	44.6	16.3	57	40	41	54	29	30
Lane Group LOS	D	C	C	D	B	E	D	D	D	C	C
Critical Lane Group	N	Ye	N	Yes	No	N	N	Ye	Ye	N	N
50th-Percentile Queue Length [veh/ln]	0.	2.	0.	7.61	3.63	1.	9.	8.	0.	4.	3.
50th-Percentile Queue Length [ft/ln]	20	53	16	190.	90.7	31	22	22	16	10	98
95th-Percentile Queue Length [veh/ln]	1.	3.	1.	12.1	6.53	2.	13	13	1.	7.	7.
95th-Percentile Queue Length [ft/ln]	36	96	30	303.	163.	56	34	34	29	18	17

Movement, Approach, & Intersection Results

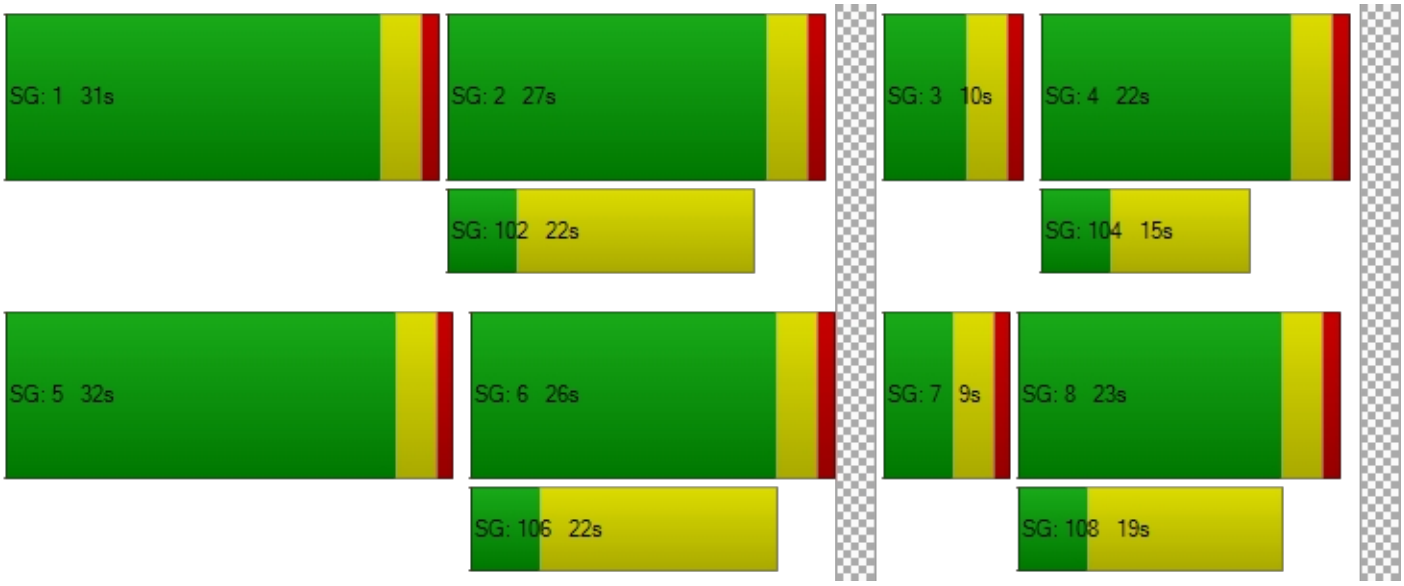
d_M, Delay for Movement [s/veh]	54	26	24	44	16	16	57	40	41	54	30	30
Movement LOS	D	C	C	D	B	B	E	D	D	D	C	C
d_A, Approach Delay [s/veh]	30.47			31.63			41.91			31.51		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	35.60											
Intersection LOS	D											
Intersection V/C	0.538											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.248	2.225	2.649	2.598
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	511	422	400
d_b, Bicycle Delay [s]	25.69	24.94	28.01	28.80
I_b,int, Bicycle LOS Score for Intersection	1.875	2.530	2.230	1.923
Bicycle LOS	A	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 4: Pyrite / Galena

Control Type:	All-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

Intersection Setup

Name	Pyrite			Pyrite			Galena			Galena		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	10	10	10	13	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Pyrite			Pyrite			Galena			Galena		
Base Volume Input [veh/h]	3	37	1	74	83	10	10	16	4	2	17	85
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	37	1	74	83	10	10	16	4	2	17	85
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	1	11	0	21	24	31	31	48	1	1	49	24
Total Analysis Volume [veh/h]	3	42	1	85	95	12	12	19	5	2	19	97
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	567	531	613	657	683
Degree of Utilization, x	0.08	0.16	0.36	0.49	0.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.26	0.57	1.63	2.70	2.19
95th-Percentile Queue Length [ft]	6.59	14.1	40.6	67.56	54.86
Approach Delay [s/veh]	9.90	11.54		13.61	12.24
Approach LOS	A	B		B	B
Intersection Delay [s/veh]	12.36				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 5: Pyrite / Jurupa

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Pyrite		Jurupa		Jurupa	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Pyrite		Jurupa		Jurupa	
Base Volume Input [veh/h]	13	44	24	362	327	2
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]	13	44	24	362	327	2
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	12	6	96	87	1
Total Analysis Volume [veh/h]	14	47	25	384	347	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.07	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.95	10.94	8.04	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.36	0.36	0.06	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.96	8.96	1.58	1.58	0.00	0.00
d_A, Approach Delay [s/veh]	12.09		0.49		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.15					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Pedley / Mission

Control Type:	Signalized	Delay (sec / veh):	41.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name	Pedley			Pedley			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	20	10	20	25	10	10	22	10	10	20	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedley			Pedley			Mission			Mission		
Base Volume Input [veh/h]	76	45	50	13	56	22	17	48	90	49	25	94
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	45	50	13	56	22	17	48	90	49	25	94
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	19	11	13	34	14	58	43	12	23	13	66	24
Total Analysis Volume [veh/h]	78	46	51	13	57	23	17	49	92	50	26	96
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	10	32	0	14	36	0	16	32	0	22	38	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	10	10	10	10	10	10	10	10	10	10	10	10
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	6	31	31	10	35	35	12	39	39	4	31	31
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	16	16	16	14	16	16	15	16	16	15
c, Capacity [veh/h]	98	52	50	16	58	50	19	65	62	64	52	47
d1, Uniform Delay [s]	46	28	28	44	32	25	43	22	22	47	26	26
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	13	3.	3.	12	32	3.	13	2.	2.	18	1.	2.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	60	31	31	56	65	28	57	24	25	66	28	29
Lane Group LOS	E	C	C	E	E	C	E	C	C	E	C	C
Critical Lane Group	Ye	N	N	N	Ye	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	2.	5.	5.	3.	18	4.	4.	5.	5.	1.	3.	3.
50th-Percentile Queue Length [ft/ln]	56	13	13	97	46	11	12	13	13	38	92	87
95th-Percentile Queue Length [veh/ln]	4.	9.	9.	6.	25	8.	8.	9.	9.	2.	6.	6.
95th-Percentile Queue Length [ft/ln]	10	23	22	17	64	20	21	23	22	70	16	15

Movement, Approach, & Intersection Results

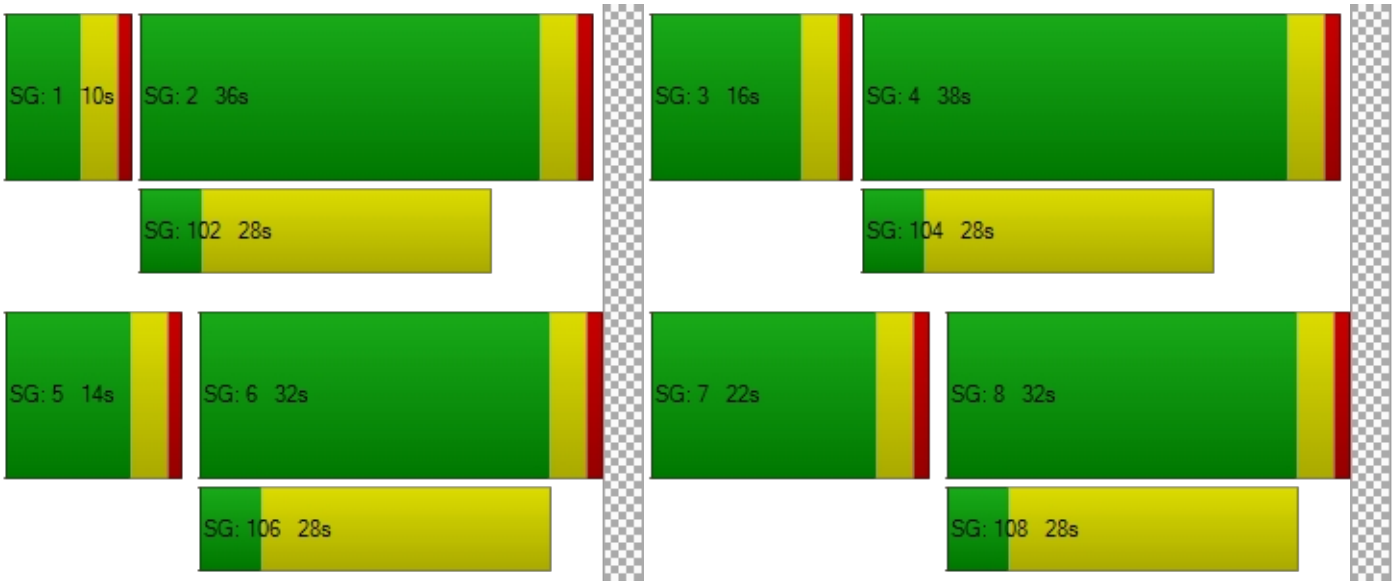
d_M, Delay for Movement [s/veh]	60	31	31	56	65	28	57	24	25	66	28	29
Movement LOS	E	C	C	E	E	C	E	C	C	E	C	C
d_A, Approach Delay [s/veh]	35.48			54.82			32.43			33.47		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	41.10											
Intersection LOS	D											
Intersection V/C	0.640											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	2.457	2.634	2.566	2.519
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	640	560	680
d_b, Bicycle Delay [s]	25.92	23.12	25.92	21.78
I_b,int, Bicycle LOS Score for Intersection	2.046	3.124	2.183	1.899
Bicycle LOS	B	C	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 7: Tyrolite / Mission

Control Type:	Two-way stop	Delay (sec / veh):	20.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.120

Intersection Setup

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

Volumes

Name	Tyrolite		Mission		Mission	
Base Volume Input [veh/h]	31	19	651	40	23	330
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]	31	19	651	40	23	330
Peak Hour Factor	0.9720	0.9720	0.9720	0.9720	0.9720	0.9720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	167	10	6	85
Total Analysis Volume [veh/h]	32	20	670	41	24	340
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.03	0.01	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	20.35	10.80	0.00	0.00	9.18	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.10	0.00	0.00	0.08	0.04
95th-Percentile Queue Length [ft/ln]	10.10	2.41	0.00	0.00	2.09	1.05
d_A, Approach Delay [s/veh]	16.67		0.00		0.61	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.96					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 8: Camino Real / Mission

Control Type:	Signalized	Delay (sec / veh):	21.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.344

Intersection Setup

Name	Ca Re			Ca Re			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	22	10	10	17	10	17	15	10	15	25	10	75
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ca Re			Ca Re			Mission			Mission		
Base Volume Input [veh/h]	74	39	74	35	59	58	21	50	13	10	24	15
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	39	74	35	59	58	21	50	13	10	24	15
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	20	10	20	9	16	15	6	13	36	27	66	4
Total Analysis Volume [veh/h]	79	42	79	37	63	62	22	53	14	11	26	16
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,			
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	1.	1.	1.	0.
Split [s]	19	33	0	14	28	0	9	26	19	17	34	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N	N	N	N	
Maximum Recall	N	N		N	N		N	N	N	N	N	
Pedestrian Recall	N	N		N	N		N	N	N	N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	0.	2.	2.	2.
g_i, Effective Green Time [s]	6	9	9	3	6	6	2	55	64	8	60	60
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	16	16	14	16	32	14	16	32	14
c, Capacity [veh/h]	10	16	13	56	11	94	40	19	10	14	21	95
d1, Uniform Delay [s]	41	37	38	42	40	41	43	8.	4.	40	5.	5.
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	10	0.	3.	12	4.	7.	11	0.	0.	9.	0.	0.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	51	38	42	55	45	48	54	8.	4.	49	5.	5.
Lane Group LOS	D	D	D	E	D	D	D	A	A	D	A	A
Critical Lane Group	Ye	N	N	N	N	Ye	N	Ye	N	Ye	N	N
50th-Percentile Queue Length [veh/ln]	2.	0.	1.	1.	1.	1.	0.	2.	0.	2.	0.	0.
50th-Percentile Queue Length [ft/ln]	50	22	44	25	37	38	15	58	17	67	20	2.
95th-Percentile Queue Length [veh/ln]	3.	1.	3.	1.	2.	2.	1.	4.	1.	4.	1.	0.
95th-Percentile Queue Length [ft/ln]	90	39	80	45	66	68	27	10	31	12	36	4.

Movement, Approach, & Intersection Results

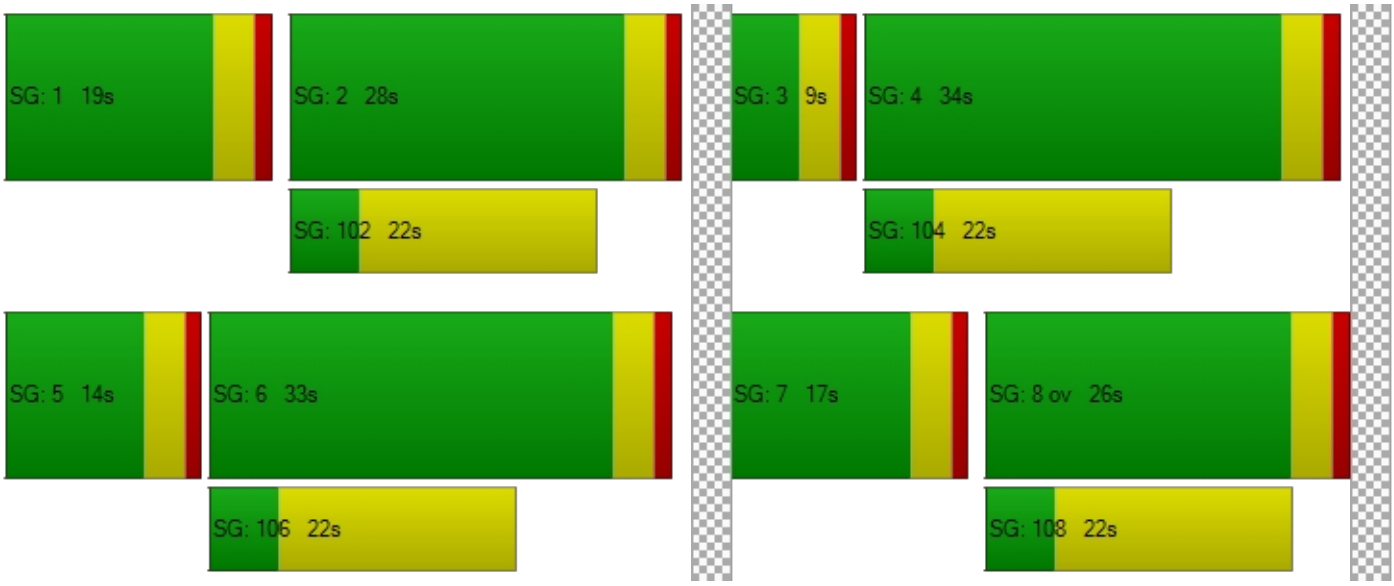
d_M, Delay for Movement [s/veh]	51	38	42	55	45	48	54	8.	4.	49	5.	5.
Movement LOS	D	D	D	E	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	45.30			49.00			9.34			18.05		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	21.03											
Intersection LOS	C											
Intersection V/C	0.344											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.402	2.349	2.634	2.623
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	533	489	667
d_b, Bicycle Delay [s]	20.67	24.20	25.69	20.00
I_b,int, Bicycle LOS Score for Intersection	1.890	1.693	2.140	1.880
Bicycle LOS	A	A	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Valley Way / Mission

Control Type:	Signalized	Delay (sec / veh):	42.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

Intersection Setup

Name	Va Wa			Va Wa			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	3	2	0	1	1	0	1
Entry Pocket Length [ft]	15	10	10	17	10	17	40	10	12	25	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	49	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Va Wa			Va Wa			Mission			Mission		
Base Volume Input [veh/h]	13	39	87	45	34	17	64	10	19	63	21	45
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	39	87	45	34	17	64	10	19	63	21	45
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	3	10	23	11	89	46	16	26	5	16	57	11
Total Analysis Volume [veh/h]	14	41	91	47	35	18	67	10	20	66	22	47
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe	Pr	Pe	O
Signal Group	1	6	0	5	2	3	3	8	0	7	4	4
Auxiliary Signal Groups						2,						4,
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	5	5	5	0	5	5	5
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
All red [s]	1.	1.	0.	1.	1.	1.	1.	1.	0.	1.	1.	1.
Split [s]	21	30	0	24	33	30	30	56	0	10	36	36
Vehicle Extension [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	21	0	0	24	0	0	21	0	0	27	27
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
Minimum Recall	N	N		N	N	N	N	N		N	N	N
Maximum Recall	N	N		N	N	N	N	N		N	N	N
Pedestrian Recall	N	N		N	N	N	N	N		N	N	N
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	12	12	12	12	12	12	12	12	12	12	12	12
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	0.	2.	2.	2.	2.	2.	0.
g_i, Effective Green Time [s]	2	29	29	20	47	77	26	49	49	6	29	53
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	32	14	31	32	25	31	32	14	16	32	14
c, Capacity [veh/h]	26	77	34	52	12	16	67	13	58	81	77	63
d1, Uniform Delay [s]	58	39	36	49	24	8.	46	31	21	56	37	27
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	15	2.	1.	7.	0.	0.	14	5.	0.	17	0.	7.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	74	42	38	56	25	8.	61	36	21	73	38	35
Lane Group LOS	E	D	D	E	C	A	E	D	C	E	D	D
Critical Lane Group	N	Ye	N	Ye	N	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	5.	2.	7.	3.	0.	11	14	0.	2.	2.	12
50th-Percentile Queue Length [ft/ln]	13	14	58	18	89	23	28	35	8.	59	70	31
95th-Percentile Queue Length [veh/ln]	0.	9.	4.	12	6.	1.	16	20	0.	4.	5.	18
95th-Percentile Queue Length [ft/ln]	24	23	10	30	16	41	41	50	16	10	12	45

Movement, Approach, & Intersection Results

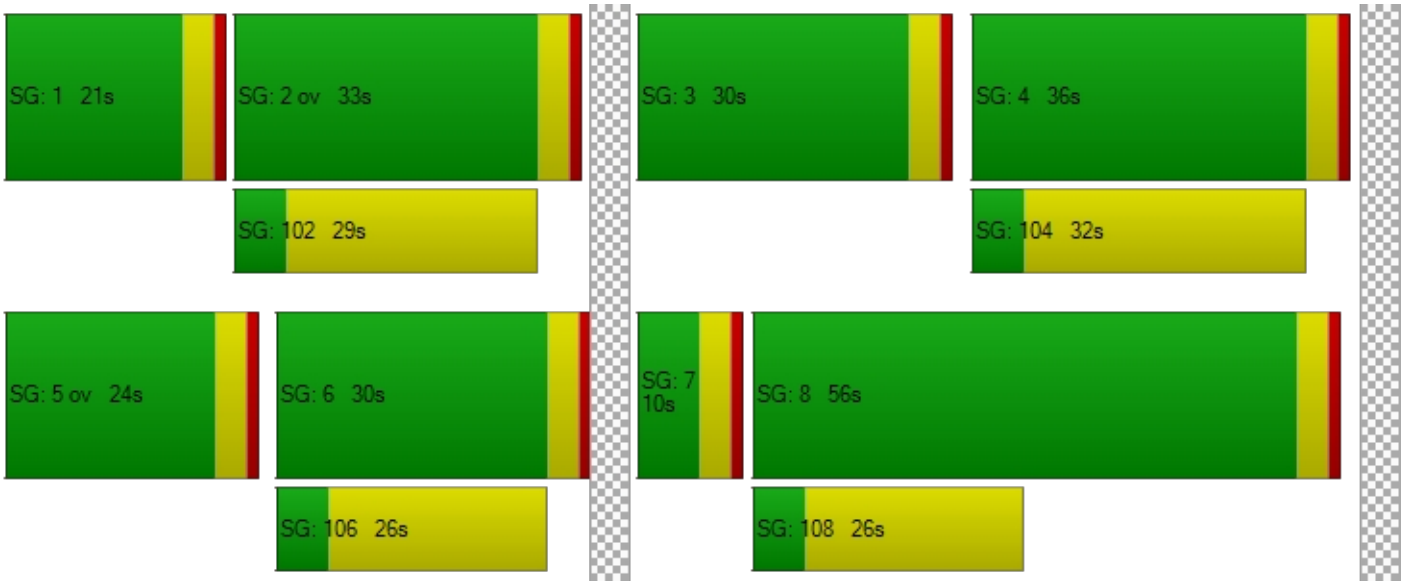
d_M, Delay for Movement [s/veh]	74	42	38	56	25	8.	61	36	21	73	38	35
Movement LOS	E	D	D	E	C	A	E	D	C	E	D	D
d_A, Approach Delay [s/veh]	42.55			36.84			46.05			39.68		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	42.08											
Intersection LOS	D											
Intersection V/C	0.793											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.625	3.054	3.004	2.855
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	483	867	533
d_b, Bicycle Delay [s]	36.82	34.50	19.27	32.27
I_b,int, Bicycle LOS Score for Intersection	1.989	2.399	2.993	2.189
Bicycle LOS	A	B	C	B

Sequence

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



HCM 6th Signalized Intersection Summary
3: Camino Real & Jurupa Rd

01/12/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	310	49	196	286	22	42	134	172	11	175	30
Future Volume (veh/h)	34	310	49	196	286	22	42	134	172	11	175	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	352	56	223	325	25	48	152	195	12	199	34
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	362	58	249	575	44	60	192	246	15	244	220
Arrive On Green	0.03	0.23	0.23	0.14	0.34	0.34	0.29	0.29	0.29	0.14	0.14	0.14
Sat Flow, veh/h	1781	1575	251	1781	1715	132	208	657	843	106	1759	1585
Grp Volume(v), veh/h	39	0	408	223	0	350	395	0	0	211	0	34
Grp Sat Flow(s),veh/h/ln	1781	0	1825	1781	0	1847	1708	0	0	1865	0	1585
Q Serve(g_s), s	1.9	0.0	19.9	11.1	0.0	14.0	19.2	0.0	0.0	9.9	0.0	1.7
Cycle Q Clear(g_c), s	1.9	0.0	19.9	11.1	0.0	14.0	19.2	0.0	0.0	9.9	0.0	1.7
Prop In Lane	1.00		0.14	1.00		0.07	0.12		0.49	0.06		1.00
Lane Grp Cap(c), veh/h	62	0	420	249	0	619	498	0	0	259	0	220
V/C Ratio(X)	0.63	0.00	0.97	0.89	0.00	0.57	0.79	0.00	0.00	0.82	0.00	0.15
Avail Cap(c_a), veh/h	101	0	420	249	0	619	498	0	0	373	0	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	34.4	38.0	0.0	24.5	29.4	0.0	0.0	37.6	0.0	34.1
Incr Delay (d2), s/veh	10.2	0.0	36.5	30.9	0.0	1.2	12.3	0.0	0.0	8.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	12.8	6.9	0.0	6.1	9.3	0.0	0.0	5.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	0.0	70.8	68.9	0.0	25.7	41.7	0.0	0.0	46.6	0.0	34.4
LnGrp LOS	D	A	E	E	A	C	D	A	A	D	A	C
Approach Vol, veh/h		447			573			395			245	
Approach Delay, s/veh		69.3			42.5			41.7			44.9	
Approach LOS		E			D			D			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		30.7	17.1	25.2		17.0	7.6	34.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		20.7	12.6	20.7		18.0	5.1	28.2
Max Q Clear Time (g_c+I1), s		21.2	13.1	21.9		11.9	3.9	16.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.6	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

OPENING YEAR W/ PROJECT CONDITIONS

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Two-way stop	Delay (sec / veh):	1,955.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.902

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	54	12	0	0	75	22	0	0	0	23	5	79
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	54	12	0	0	75	22	0	0	0	23	5	79
Peak Hour Factor	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	34	0	0	20	60	0	0	0	64	1	21
Total Analysis Volume [veh/h]	58	13	0	0	81	23	0	0	0	25	5	85
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	4.	0.	0.
d_M, Delay for Movement [s/veh]	10	0.	0.	0.	0.	0.	0.	0.	0.	19	19	9.
Movement LOS	B	A			A	A				F	F	A
95th-Percentile Queue Length [veh/ln]	2.	0.	0.	0.	0.	0.	0.	0.	0.	29	29	0.
95th-Percentile Queue Length [ft/ln]	65	0.	0.	0.	0.	0.	0.	0.	0.	73	73	7.
d_A, Approach Delay [s/veh]	8.53			0.00			0.00			1474.52		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	370.15											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Two-way stop	Delay (sec / veh):	45.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	59	24	36	26	0	71	2	24	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	0	59	24	36	26	0	71	2	24	0	0	0
Peak Hour Factor	1.	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	16	65	10	73	0	19	1	66	0	0	0
Total Analysis Volume [veh/h]	0	64	26	39	29	0	77	2	26	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d_M, Delay for Movement [s/veh]	0.	0.	0.	10	0.	0.	44	45	12	0.	0.	0.
Movement LOS		A	A	B	A		E	E	B			
95th-Percentile Queue Length [veh/ln]	0.	0.	0.	0.	0.	0.	2.	2.	1.	0.	0.	0.
95th-Percentile Queue Length [ft/ln]	0.	0.	0.	4.	0.	0.	55	55	39	0.	0.	0.
d_A, Approach Delay [s/veh]	0.00			1.18			19.73			0.00		
Approach LOS	A			A			C			A		
d_I, Intersection Delay [s/veh]	4.54											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 3: Pyrite / Mission

Control Type:	Signalized	Delay (sec / veh):	35.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Pyrite			Pyrite			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	17	10	15	10	10	10	40	10	10	15	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	10	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pyrite			Pyrite			Mission			Mission		
Base Volume Input [veh/h]	19	26	77	90	11	47	65	41	0	51	28	28
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	26	77	90	11	47	65	41	0	51	28	28
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	7	92	27	32	39	17	23	14	0	18	10	10
Total Analysis Volume [veh/h]	27	36	10	12	15	67	92	58	0	72	41	40
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	9	26	0	13	30	0	11	23	0	28	40	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.00	4.00	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.00	2.00	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	3	29	29	9	36	6	31	31	5	29	29
g / C, Green / Cycle	0.	0.	0.	0.10	0.40	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.08	0.14	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	160	159	16	16	16	16	16	14
c, Capacity [veh/h]	46	54	46	157	632	11	57	57	93	54	46
d1, Uniform Delay [s]	43	26	22	39.8	19.1	41	23	23	41	27	28
k, delay calibration	0.	0.	0.	0.11	0.50	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	11	6.	1.	9.86	1.55	11	3.	3.	12	8.	20
d3, Initial Queue Delay [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.82	0.35	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	54	32	23	49.7	20.7	52	26	26	54	36	48
Lane Group LOS	D	C	C	D	C	D	C	C	D	D	D
Critical Lane Group	N	Ye	N	Yes	No	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	7.	1.	3.17	3.46	2.	5.	5.	1.	8.	10
50th-Percentile Queue Length [ft/ln]	18	18	44	79.2	86.4	58	13	13	47	22	26
95th-Percentile Queue Length [veh/ln]	1.	12	3.	5.71	6.23	4.	9.	9.	3.	13	15
95th-Percentile Queue Length [ft/ln]	33	30	80	142.	155.	10	22	22	85	34	39

Movement, Approach, & Intersection Results

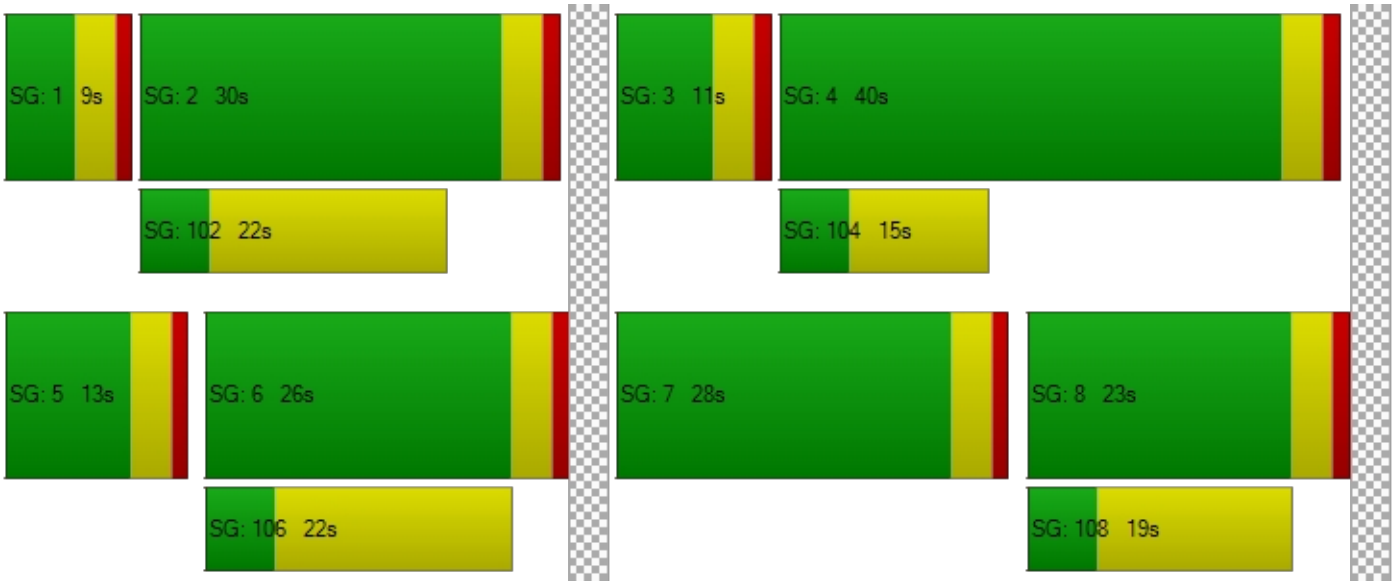
d_M, Delay for Movement [s/veh]	54	32	23	49	20	20	52	26	26	54	36	48
Movement LOS	D	C	C	D	C	C	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	31.82			31.28			30.47			43.37		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	35.60											
Intersection LOS	D											
Intersection V/C	0.672											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.312	2.339	2.646	2.636
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	578	422	800
d_b, Bicycle Delay [s]	25.69	22.76	28.01	16.20
I_b,int, Bicycle LOS Score for Intersection	2.393	2.140	2.119	2.295
Bicycle LOS	B	B	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 4: Pyrite / Galena

Control Type:	All-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	Pyrite			Pyrite			Galena			Galena		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	10	10	10	13	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Pyrite			Pyrite			Galena			Galena		
Base Volume Input [veh/h]	8	78	3	33	59	12	16	10	2	4	24	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	78	3	33	59	12	16	10	2	4	24	10
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	2	23	1	10	18	37	50	32	1	1	74	31
Total Analysis Volume [veh/h]	10	94	4	40	71	14	20	12	2	5	29	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	521	482	557	598	644
Degree of Utilization, x	0.21	0.08	0.40	0.55	0.66

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.77	0.27	1.88	3.38	4.91
95th-Percentile Queue Length [ft]	19.32	6.75	46.9	84.38	122.85
Approach Delay [s/veh]	11.71	12.95		16.21	18.73
Approach LOS	B	B		C	C
Intersection Delay [s/veh]	15.97				
Intersection LOS	C				

Intersection Level Of Service Report
Intersection 5: Pyrite / Jurupa

Control Type:	Two-way stop	Delay (sec / veh):	19.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	Pyrite		Jurupa		Jurupa	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Pyrite		Jurupa		Jurupa	
Base Volume Input [veh/h]	10	51	83	408	323	8
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]	10	51	83	408	323	8
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	13	22	107	85	2
Total Analysis Volume [veh/h]	10	53	87	427	338	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.08	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.47	10.97	8.20	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.38	0.23	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.55	9.55	5.79	5.79	0.00	0.00
d_A, Approach Delay [s/veh]	12.32		1.39		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.61					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Pedley / Mission

Control Type:	Signalized	Delay (sec / veh):	33.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.550

Intersection Setup

Name	Pedley			Pedley			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	20	10	20	25	10	10	22	10	10	20	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedley			Pedley			Mission			Mission		
Base Volume Input [veh/h]	60	43	63	71	34	21	12	27	57	11	43	11
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	43	63	71	34	21	12	27	57	11	43	11
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	11	17	19	94	57	33	74	15	31	11	31
Total Analysis Volume [veh/h]	64	46	68	76	37	23	13	29	61	12	47	12
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	22	32	0	22	32	0	14	32	0	14	32	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	10	10	10	10	10	10	10	10	10	10	10	10
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	5	34	34	6	35	35	10	35	35	9	34	34
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	16	16	16	14	16	16	15	16	16	15
c, Capacity [veh/h]	82	57	54	97	58	50	15	58	54	14	57	53
d1, Uniform Delay [s]	46	25	26	46	27	25	44	23	24	44	26	26
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	14	2.	2.	12	5.	3.	10	1.	1.	10	3.	3.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	61	28	28	59	32	28	54	25	25	55	30	30
Lane Group LOS	E	C	C	E	C	C	D	C	C	E	C	C
Critical Lane Group	Ye	N	N	N	Ye	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	1.	5.	5.	2.	8.	4.	3.	3.	3.	3.	6.	6.
50th-Percentile Queue Length [ft/ln]	47	13	13	54	20	11	90	83	80	84	15	15
95th-Percentile Queue Length [veh/ln]	3.	9.	9.	3.	12	8.	6.	6.	5.	6.	10	10
95th-Percentile Queue Length [ft/ln]	85	23	22	98	32	20	16	15	14	15	26	25

Movement, Approach, & Intersection Results

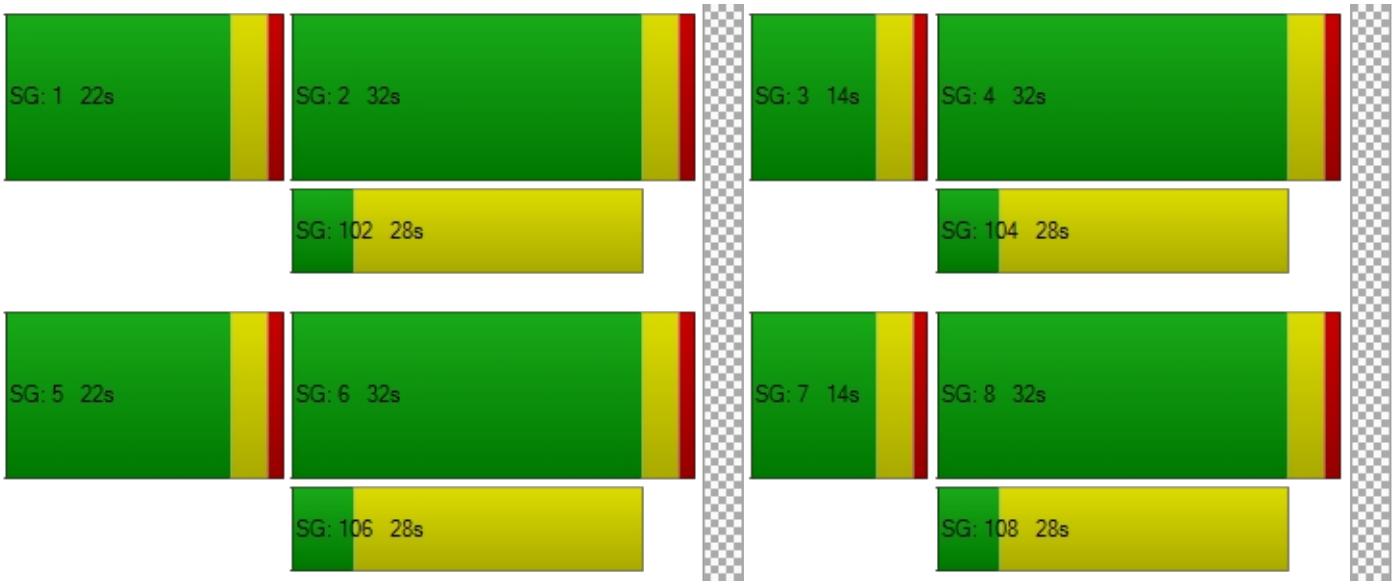
d_M, Delay for Movement [s/veh]	61	28	28	59	32	28	54	25	25	55	30	30
Movement LOS	E	C	C	E	C	C	D	C	C	E	C	C
d_A, Approach Delay [s/veh]	32.37			33.99			33.34			34.62		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	33.65											
Intersection LOS	C											
Intersection V/C	0.550											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	2.419	2.580	2.550	2.532
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	560	560	560
d_b, Bicycle Delay [s]	25.92	25.92	25.92	25.92
I_b,int, Bicycle LOS Score for Intersection	2.052	2.683	1.961	2.151
Bicycle LOS	B	B	A	B

Sequence

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



Intersection Level Of Service Report
Intersection 7: Tyrolite / Mission

Control Type:	Two-way stop	Delay (sec / veh):	44.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.545

Intersection Setup

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

Volumes

Name	Tyrolite		Mission		Mission	
Base Volume Input [veh/h]	65	58	411	17	18	492
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]	65	58	411	17	18	492
Peak Hour Factor	0.6240	0.6240	0.6240	0.6240	0.6240	0.6240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	23	165	7	7	197
Total Analysis Volume [veh/h]	104	93	659	27	29	788
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.54	0.14	0.01	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	44.38	11.43	0.00	0.00	9.12	0.00
Movement LOS	E	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.85	0.49	0.00	0.00	0.10	0.05
95th-Percentile Queue Length [ft/ln]	71.14	12.37	0.00	0.00	2.48	1.24
d_A, Approach Delay [s/veh]	28.83		0.00		0.32	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.50					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 8: Camino Real / Mission

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.377

Intersection Setup

Name	Ca Re			Ca Re			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	22	10	10	17	10	17	15	10	15	25	10	75
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ca Re			Ca Re			Mission			Mission		
Base Volume Input [veh/h]	15	82	11	30	62	43	64	25	81	64	26	30
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	82	11	30	62	43	64	25	81	64	26	30
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	55	29	42	11	22	15	23	92	29	23	94	11
Total Analysis Volume [veh/h]	21	11	16	43	88	61	91	36	11	91	37	43
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,			
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	1.	1.	1.	0.
Split [s]	29	44	0	11	26	0	9	26	29	9	26	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N	N	N	N	
Maximum Recall	N	N		N	N		N	N	N	N	N	
Pedestrian Recall	N	N		N	N		N	N	N	N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	0.	2.	2.	2.
g_i, Effective Green Time [s]	15	18	18	3	7	7	7	46	65	7	46	46
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	16	16	14	16	32	14	16	32	14
c, Capacity [veh/h]	26	33	28	61	12	10	11	16	10	11	16	73
d1, Uniform Delay [s]	36	31	32	42	40	40	41	12	3.	41	12	10
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	7.	0.	1.	13	4.	7.	10	0.	0.	10	0.	0.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	43	31	34	56	45	47	51	12	3.	51	12	11
Lane Group LOS	D	C	C	E	D	D	D	B	A	D	B	B
Critical Lane Group	Ye	N	N	N	N	Ye	Ye	N	N	N	Ye	N
50th-Percentile Queue Length [veh/ln]	5.	2.	3.	1.	1.	1.	2.	1.	0.	2.	2.	0.
50th-Percentile Queue Length [ft/ln]	12	55	85	29	44	44	57	49	13	57	51	11
95th-Percentile Queue Length [veh/ln]	8.	4.	6.	2.	3.	3.	4.	3.	0.	4.	3.	0.
95th-Percentile Queue Length [ft/ln]	21	10	15	52	80	79	10	89	23	10	92	19

Movement, Approach, & Intersection Results

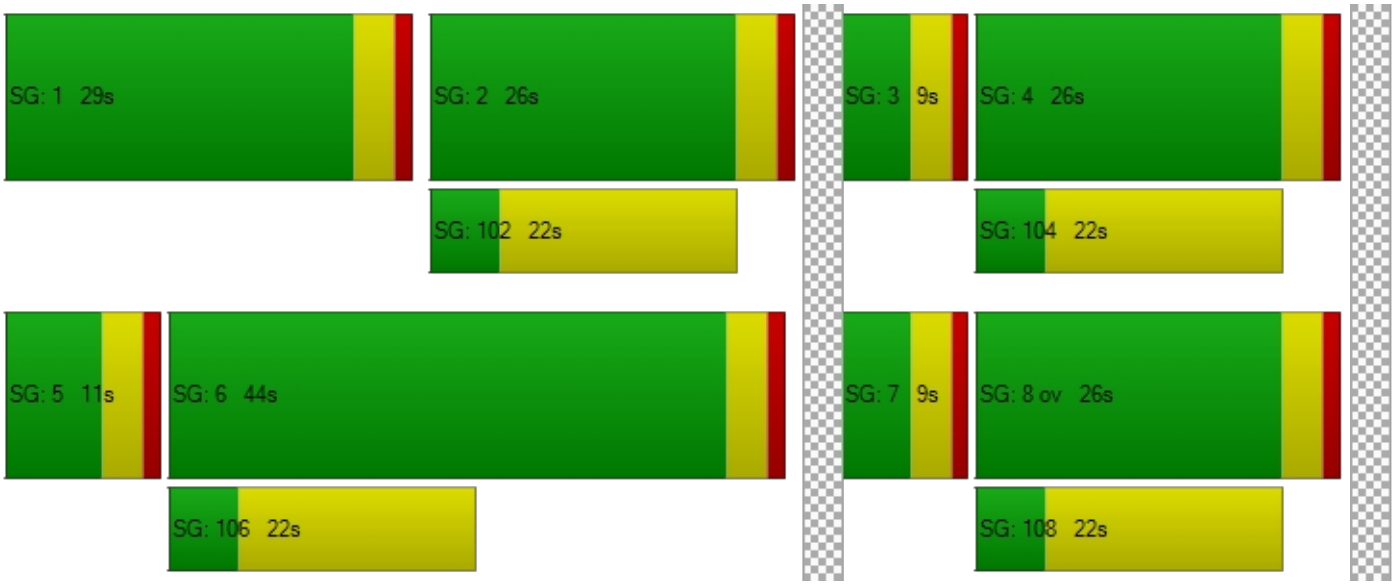
d_M, Delay for Movement [s/veh]	43	31	34	56	45	47	51	12	3.	51	12	11
Movement LOS	D	C	C	E	D	D	D	B	A	D	B	B
d_A, Approach Delay [s/veh]	38.03			48.92			16.86			19.28		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	26.98											
Intersection LOS	C											
Intersection V/C	0.377											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.457	2.388	2.654	2.631
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	889	489	489	489
d_b, Bicycle Delay [s]	13.89	25.69	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	2.388	1.718	2.034	1.981
Bicycle LOS	B	A	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Valley Way / Mission

Control Type:	Signalized	Delay (sec / veh):	32.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.418

Intersection Setup

Name	Va Wa			Va Wa			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	3	2	0	1	1	0	1
Entry Pocket Length [ft]	15	10	10	17	10	17	40	10	12	25	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	49	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Va Wa			Va Wa			Mission			Mission		
Base Volume Input [veh/h]	10	47	34	31	31	37	26	33	27	37	27	62
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	47	34	31	31	37	26	33	27	37	27	62
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	3	12	9	82	82	99	70	89	7	10	73	16
Total Analysis Volume [veh/h]	11	49	36	32	32	39	28	35	28	39	29	65
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe	Pr	Pe	O
Signal Group	1	6	0	5	2	3	3	8	0	7	4	4
Auxiliary Signal Groups						2,						4,
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	5	5	5	0	5	5	5
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
All red [s]	1.	1.	0.	1.	1.	1.	1.	1.	0.	1.	1.	1.
Split [s]	26	30	0	29	33	15	15	41	0	10	36	36
Vehicle Extension [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	21	0	0	24	0	0	21	0	0	27	27
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
Minimum Recall	N	N		N	N	N	N	N		N	N	N
Maximum Recall	N	N		N	N	N	N	N		N	N	N
Pedestrian Recall	N	N		N	N	N	N	N		N	N	N
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	11	11	11	11	11	11	11	11	11	11	11	11
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	0.	2.	2.	2.	2.	2.	0.
g_i, Effective Green Time [s]	1	29	29	25	53	68	11	36	36	4	29	58
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	32	14	31	32	25	31	32	14	16	32	14
c, Capacity [veh/h]	23	84	37	70	15	15	31	10	47	52	84	75
d1, Uniform Delay [s]	53	35	30	36	16	9.	48	27	25	52	32	22
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	15	3.	0.	0.	0.	0.	9.	0.	0.	18	1.	12
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	69	38	31	37	17	10	58	28	25	71	33	35
Lane Group LOS	E	D	C	D	B	B	E	C	C	E	C	D
Critical Lane Group	N	Ye	N	N	N	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	6.	0.	3.	2.	2.	4.	3.	0.	1.	3.	16
50th-Percentile Queue Length [ft/ln]	9.	15	19	95	61	54	10	90	13	33	82	41
95th-Percentile Queue Length [veh/ln]	0.	10	1.	6.	4.	3.	7.	6.	0.	2.	5.	23
95th-Percentile Queue Length [ft/ln]	17	25	34	17	11	98	18	16	23	60	14	58

Movement, Approach, & Intersection Results

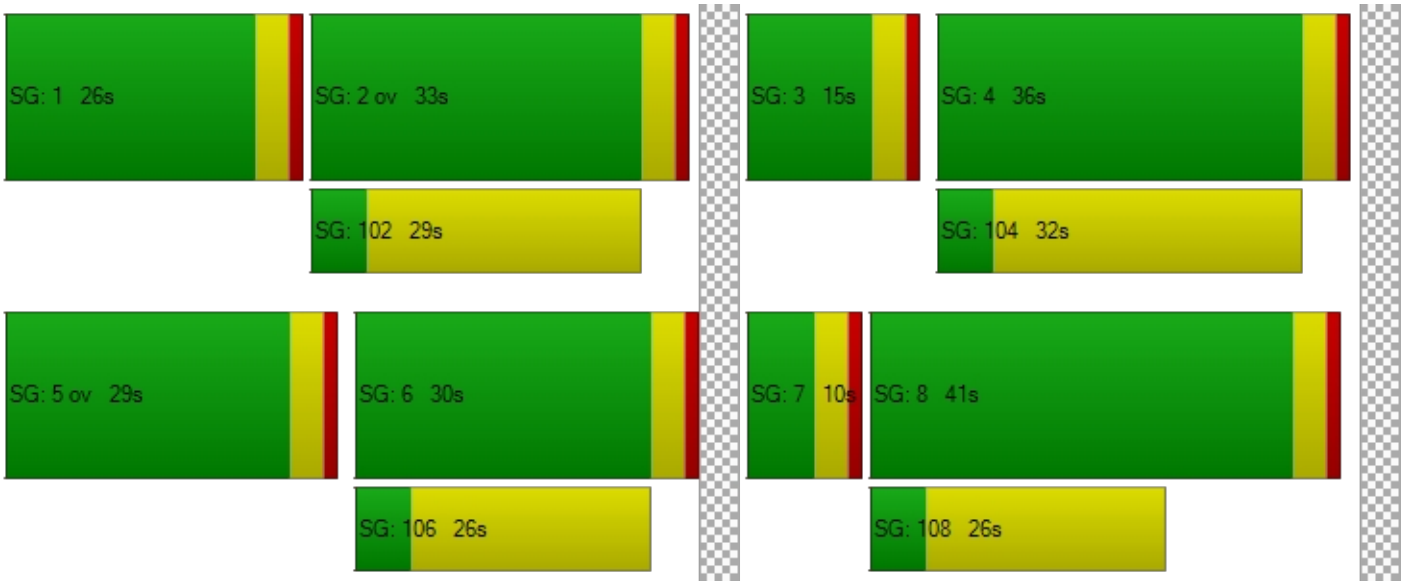
d_M, Delay for Movement [s/veh]	69	38	31	37	17	10	58	28	25	71	33	35
Movement LOS	E	D	C	D	B	B	E	C	C	E	C	D
d_A, Approach Delay [s/veh]	38.53			20.70			40.87			36.42		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	32.59											
Intersection LOS	C											
Intersection V/C	0.418											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.37	46.37	46.37	46.37
I_p,int, Pedestrian LOS Score for Intersection	2.617	3.039	2.903	2.741
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	473	527	673	582
d_b, Bicycle Delay [s]	32.07	29.82	24.22	27.65
I_b,int, Bicycle LOS Score for Intersection	2.009	2.428	2.108	2.371
Bicycle LOS	B	B	B	B

Sequence

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



HCM 6th Signalized Intersection Summary
3: Camino Real & Jurupa Rd

01/12/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	245	15	165	195	18	30	165	195	9	83	20
Future Volume (veh/h)	15	245	15	165	195	18	30	165	195	9	83	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	275	17	185	219	20	34	185	219	10	93	22
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	313	19	219	478	44	56	304	359	14	129	122
Arrive On Green	0.02	0.18	0.18	0.12	0.28	0.28	0.42	0.42	0.42	0.08	0.08	0.08
Sat Flow, veh/h	1781	1743	108	1781	1688	154	133	722	855	181	1681	1585
Grp Volume(v), veh/h	17	0	292	185	0	239	438	0	0	103	0	22
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1843	1710	0	0	1861	0	1585
Q Serve(g_s), s	0.9	0.0	13.8	9.1	0.0	9.6	18.0	0.0	0.0	4.9	0.0	1.2
Cycle Q Clear(g_c), s	0.9	0.0	13.8	9.1	0.0	9.6	18.0	0.0	0.0	4.9	0.0	1.2
Prop In Lane	1.00		0.06	1.00		0.08	0.08		0.50	0.10		1.00
Lane Grp Cap(c), veh/h	34	0	333	219	0	522	719	0	0	143	0	122
V/C Ratio(X)	0.50	0.00	0.88	0.85	0.00	0.46	0.61	0.00	0.00	0.72	0.00	0.18
Avail Cap(c_a), veh/h	99	0	370	228	0	522	719	0	0	372	0	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	35.9	38.6	0.0	26.6	20.3	0.0	0.0	40.6	0.0	38.9
Incr Delay (d2), s/veh	10.7	0.0	19.2	23.7	0.0	0.6	3.8	0.0	0.0	6.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	7.9	5.4	0.0	4.2	7.6	0.0	0.0	2.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	55.2	62.3	0.0	27.2	24.1	0.0	0.0	47.2	0.0	39.6
LnGrp LOS	D	A	E	E	A	C	C	A	A	D	A	D
Approach Vol, veh/h		309			424			438			125	
Approach Delay, s/veh		55.1			42.5			24.1			45.9	
Approach LOS		E			D			C			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		42.3	15.6	20.7		11.4	6.2	30.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		24.5	11.5	18.0		18.0	5.0	24.5
Max Q Clear Time (g_c+I1), s		20.0	11.1	15.8		6.9	2.9	11.6
Green Ext Time (p_c), s		1.2	0.0	0.3		0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Intersection Level Of Service Report
Intersection 11: Pyrite / Dwy 1

Control Type:	Two-way stop	Delay (sec / veh):	17.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.242

Intersection Setup

Name	Pyrite		Pyrite		Dwy 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pyrite		Pyrite		Dwy 1	
Base Volume Input [veh/h]	755	13	229	294	0	88
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]	755	13	229	294	0	88
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	199	3	60	77	0	23
Total Analysis Volume [veh/h]	795	14	241	309	0	93
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.30	0.00	0.00	0.24
d_M, Delay for Movement [s/veh]	0.00	0.00	11.24	0.00	0.00	17.35
Movement LOS	A	A	B	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.23	0.00	0.00	0.93
95th-Percentile Queue Length [ft/ln]	0.00	0.00	30.87	0.00	0.00	23.37
d_A, Approach Delay [s/veh]	0.00		4.93		17.35	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.98					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 12: Pyrite / Dwy 2

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

Intersection Setup

Name	Pyrite		Pyrite		Dwy 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	225.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pyrite		Pyrite		Dwy 2	
Base Volume Input [veh/h]	591	20	175	116	126	156
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	591	20	175	116	126	156
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	156	5	46	31	33	41
Total Analysis Volume [veh/h]	622	21	184	122	133	164
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permi	Permi	Protec	Permi	Permi	Permi
Signal Group	6	0	5	2	7	5
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	5	0	5	5	5	5
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	16	0	49	65	25	49
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	7	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	12	69	13	13
g / C, Green / Cycle	0.59	0.14	0.77	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.38	0.11	0.07	0.08	0.11
s, saturation flow rate [veh/h]	1673	1603	1683	1603	1431
c, Capacity [veh/h]	986	221	1298	224	200
d1, Uniform Delay [s]	12.34	37.81	2.54	36.33	37.63
k, delay calibration	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.35	7.95	0.14	2.50	8.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.83	0.09	0.59	0.82
d, Delay for Lane Group [s/veh]	15.69	45.76	2.68	38.83	45.70
Lane Group LOS	B	D	A	D	D
Critical Lane Group	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.62	4.37	0.42	2.86	3.90
50th-Percentile Queue Length [ft/ln]	215.54	109.28	10.59	71.46	97.49
95th-Percentile Queue Length [veh/ln]	13.44	7.80	0.76	5.14	7.02
95th-Percentile Queue Length [ft/ln]	335.93	195.00	19.06	128.62	175.49

Movement, Approach, & Intersection Results

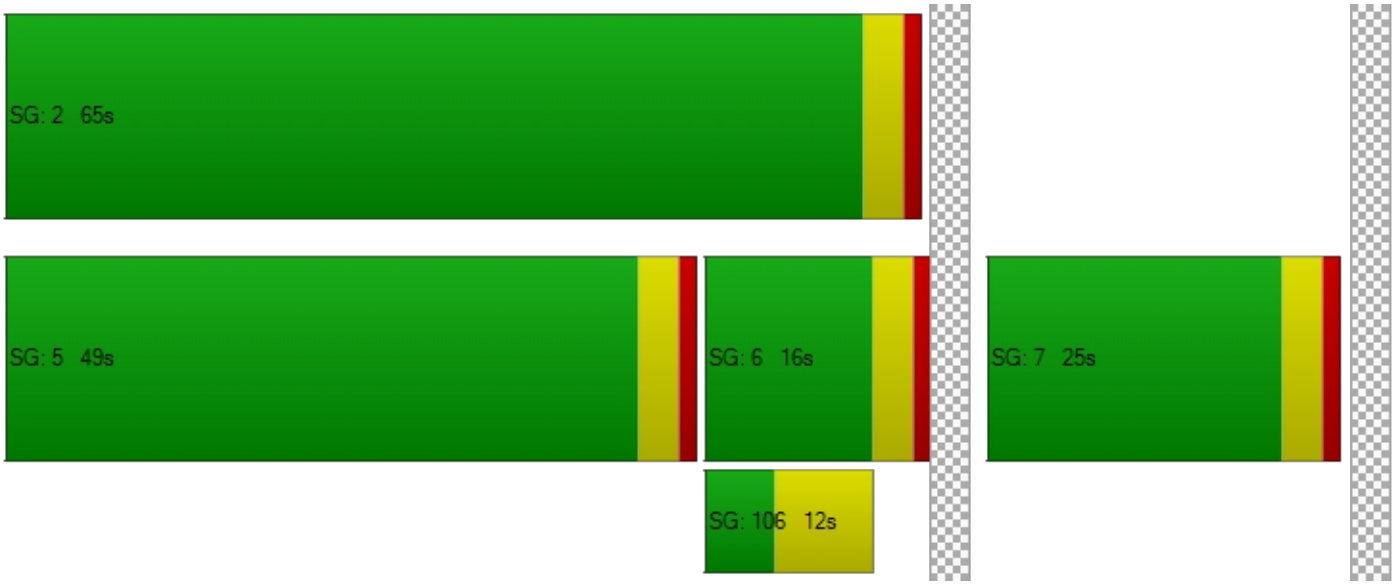
d_M, Delay for Movement [s/veh]	15.69	15.69	45.76	2.68	38.83	45.70
Movement LOS	B	B	D	A	D	D
d_A, Approach Delay [s/veh]	15.69		28.59		42.62	
Approach LOS	B		C		D	
d_I, Intersection Delay [s/veh]	25.28					
Intersection LOS	C					
Intersection V/C	0.642					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.255
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	1356	467
d_b, Bicycle Delay [s]	33.80	4.67	26.45
I_b,int, Bicycle LOS Score for Intersection	2.621	2.065	1.560
Bicycle LOS	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 13: Dwy 3 / Mission

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.064

Intersection Setup

Name	Dwy 3		Mission		Mission	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 3		Mission		Mission	
Base Volume Input [veh/h]	0	41	0	580	585	25
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]	0	41	0	580	585	25
Peak Hour Factor	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	0	153	154	7
Total Analysis Volume [veh/h]	0	43	0	611	616	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	10.70	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.20	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.09	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.70		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Dwy 4 / Mission

Control Type:	Signalized	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.371

Intersection Setup

Name	Dwy 4		Mission		Mission	
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 Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 4		Mission		Mission	
Base Volume Input [veh/h]	81	41	113	467	569	46
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	41	113	467	569	46
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	11	30	123	150	12
Total Analysis Volume [veh/h]	85	43	119	492	599	48
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permi	Permi	Protec	Permi	Permi	Permi
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	5	5	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	29	0	45	61	16	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	8	73	60	60
g / C, Green / Cycle	0.10	0.09	0.81	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.08	0.07	0.15	0.19	0.20
s, saturation flow rate [veh/h]	1541	1603	3204	1683	1640
c, Capacity [veh/h]	158	150	2591	1129	1100
d1, Uniform Delay [s]	39.56	39.97	1.95	6.04	6.08
k, delay calibration	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.50	9.12	0.16	0.64	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.79	0.19	0.29	0.29
d, Delay for Lane Group [s/veh]	49.06	49.09	2.11	6.68	6.76
Lane Group LOS	D	D	A	A	A
Critical Lane Group	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.15	2.92	0.61	2.34	2.36
50th-Percentile Queue Length [ft/ln]	78.71	73.10	15.21	58.39	58.91
95th-Percentile Queue Length [veh/ln]	5.67	5.26	1.10	4.20	4.24
95th-Percentile Queue Length [ft/ln]	141.68	131.58	27.38	105.10	106.04

Movement, Approach, & Intersection Results

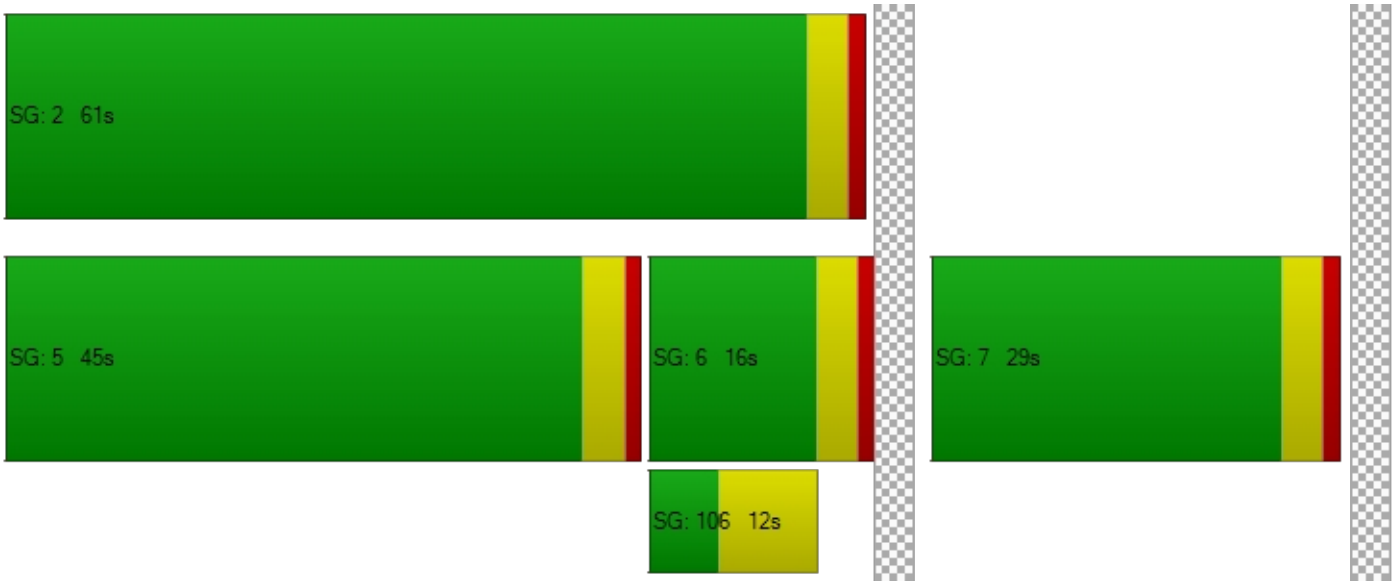
d_M, Delay for Movement [s/veh]	49.06	49.06	49.09	2.11	6.72	6.76
Movement LOS	D	D	D	A	A	A
d_A, Approach Delay [s/veh]	49.06		11.26		6.72	
Approach LOS	D		B		A	
d_I, Intersection Delay [s/veh]	12.63					
Intersection LOS	B					
Intersection V/C	0.371					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.860	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	1267	267
d_b, Bicycle Delay [s]	23.47	6.05	33.80
I_b,int, Bicycle LOS Score for Intersection	1.771	2.064	2.093
Bicycle LOS	A	B	B

Sequence

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



Intersection Level Of Service Report
Intersection 15: Dwy 5 / Mission

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.064

Intersection Setup

Name	Dwy 5		Mission		Mission	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 5		Mission		Mission	
Base Volume Input [veh/h]	0	41	0	551	573	46
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]	0	41	0	551	573	46
Peak Hour Factor	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	0	145	151	12
Total Analysis Volume [veh/h]	0	43	0	580	603	48
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	10.74	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.21	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.13	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.74		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Two-way stop	Delay (sec / veh):	1,083.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.197

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	34	32	0	0	11	12	0	0	0	28	0	72
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	34	32	0	0	11	12	0	0	0	28	0	72
Peak Hour Factor	0.	0.	1.	1.	0.	0.	1.	1.	1.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	95	88	0	0	32	35	0	0	0	76	0	20
Total Analysis Volume [veh/h]	38	35	0	0	12	14	0	0	0	30	0	79
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	0.	0.	0.	3.	0.	0.
d_M, Delay for Movement [s/veh]	8.	0.	0.	0.	0.	0.	0.	0.	0.	10	10	10
Movement LOS	A	A			A	A				F	F	B
95th-Percentile Queue Length [veh/ln]	1.	0.	0.	0.	0.	0.	0.	0.	0.	30	30	0.
95th-Percentile Queue Length [ft/ln]	30	0.	0.	0.	0.	0.	0.	0.	0.	75	75	9.
d_A, Approach Delay [s/veh]	4.64			0.00			0.00			863.40		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	242.29											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Two-way stop	Delay (sec / veh):	279.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	40	22	49	35	0	29	3	53	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
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]	0	40	22	49	35	0	29	3	53	0	0	0
Peak Hour Factor	1.	0.	0.	0.	0.	1.	0.	0.	0.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	10	59	13	92	0	76	1	13	0	0	0
Total Analysis Volume [veh/h]	0	41	23	51	36	0	30	3	55	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
d_M, Delay for Movement [s/veh]	0.	0.	0.	9.	0.	0.	27	27	29	0.	0.	0.
Movement LOS		A	A	A	A		F	F	D			
95th-Percentile Queue Length [veh/ln]	0.	0.	0.	0.	0.	0.	18	18	8.	0.	0.	0.
95th-Percentile Queue Length [ft/ln]	0.	0.	0.	4.	0.	0.	46	46	21	0.	0.	0.
d_A, Approach Delay [s/veh]	0.00			1.10			118.15			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	52.89											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 3: Pyrite / Mission

Control Type:	Signalized	Delay (sec / veh):	39.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name	Pyrite			Pyrite			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	17	10	15	10	10	10	40	10	10	15	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	10	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pyrite			Pyrite			Mission			Mission		
Base Volume Input [veh/h]	28	13	61	29	22	50	42	71	37	48	32	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	13	61	29	22	50	42	71	37	48	32	10
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	8	37	17	79	61	14	11	19	10	13	89	29
Total Analysis Volume [veh/h]	30	14	66	31	24	54	46	77	40	52	35	11
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	12	26	0	23	37	0	9	23	0	18	32	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	14	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.00	4.00	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.00	2.00	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	3	26	26	19	42	3	26	26	4	26	26
g / C, Green / Cycle	0.	0.	0.	0.21	0.47	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.20	0.18	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	160	163	16	16	16	16	16	15
c, Capacity [veh/h]	49	47	40	338	759	63	47	47	67	48	44
d1, Uniform Delay [s]	43	25	24	34.9	15.7	42	30	30	42	26	26
k, delay calibration	0.	0.	0.	0.15	0.50	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	11	1.	0.	15.5	1.53	14	18	18	17	3.	4.
d3, Initial Queue Delay [s]	0.	0.	0.	0.00	0.00	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.00	1.00	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.94	0.39	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	54	26	25	50.5	17.3	57	48	48	60	30	31
Lane Group LOS	D	C	C	D	B	E	D	D	E	C	C
Critical Lane Group	N	Ye	N	Yes	No	N	N	Ye	Ye	N	N
50th-Percentile Queue Length [veh/ln]	0.	2.	1.	8.12	4.16	1.	10	10	1.	4.	4.
50th-Percentile Queue Length [ft/ln]	20	65	28	203.	103.	31	26	26	36	11	11
95th-Percentile Queue Length [veh/ln]	1.	4.	2.	12.8	7.48	2.	15	15	2.	8.	8.
95th-Percentile Queue Length [ft/ln]	36	11	51	319.	187.	56	39	39	65	20	20

Movement, Approach, & Intersection Results

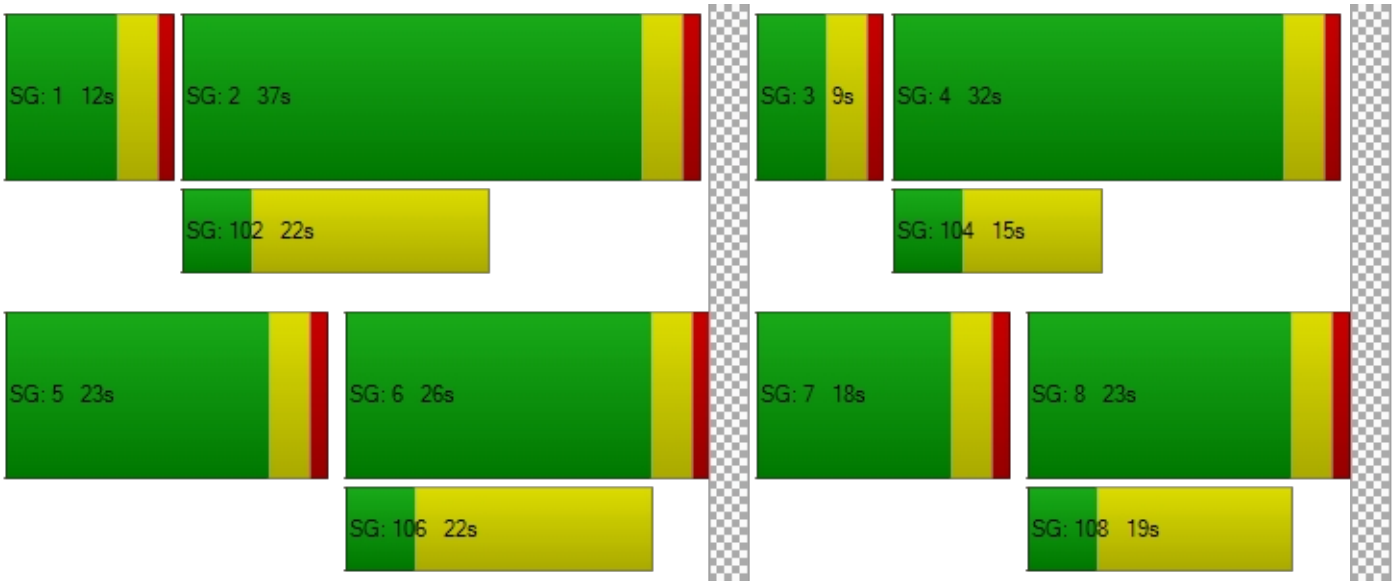
d_M, Delay for Movement [s/veh]	54	26	25	50	17	17	57	48	48	60	30	31
Movement LOS	D	C	C	D	B	B	E	D	D	E	C	C
d_A, Approach Delay [s/veh]	29.84			34.41			49.17			33.69		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	39.42											
Intersection LOS	D											
Intersection V/C	0.589											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.274	2.242	2.666	2.630
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	733	422	622
d_b, Bicycle Delay [s]	25.69	18.05	28.01	21.36
I_b,int, Bicycle LOS Score for Intersection	1.961	2.576	2.272	1.992
Bicycle LOS	A	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 4: Pyrite / Galena

Control Type:	All-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.537

Intersection Setup

Name	Pyrite			Pyrite			Galena			Galena		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	10	10	10	13	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Pyrite			Pyrite			Galena			Galena		
Base Volume Input [veh/h]	3	66	1	74	11	11	11	16	4	2	17	85
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	66	1	74	11	11	11	16	4	2	17	85
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	1	19	0	21	33	34	34	48	1	1	49	24
Total Analysis Volume [veh/h]	3	76	1	85	13	13	13	19	5	2	19	97
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	544	515	587	620	640
Degree of Utilization, x	0.15	0.17	0.45	0.54	0.46

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.51	0.59	2.36	3.19	2.44
95th-Percentile Queue Length [ft]	12.81	14.6	58.9	79.87	61.08
Approach Delay [s/veh]	10.75	13.16		15.33	13.37
Approach LOS	B	B		C	B
Intersection Delay [s/veh]	13.72				
Intersection LOS	B				

Intersection Level Of Service Report
Intersection 5: Pyrite / Jurupa

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Pyrite		Jurupa		Jurupa	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Pyrite		Jurupa		Jurupa	
Base Volume Input [veh/h]	13	75	53	362	327	2
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]	13	75	53	362	327	2
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	20	14	96	87	1
Total Analysis Volume [veh/h]	14	80	56	384	347	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.12	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.63	11.34	8.12	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.56	0.56	0.15	0.15	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.12	14.12	3.64	3.64	0.00	0.00
d_A, Approach Delay [s/veh]	12.27		1.03		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.82					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Pedley / Mission

Control Type:	Signalized	Delay (sec / veh):	41.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Pedley			Pedley			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	20	10	20	25	10	10	22	10	10	20	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pedley			Pedley			Mission			Mission		
Base Volume Input [veh/h]	76	45	69	13	56	22	17	49	90	70	28	94
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	45	69	13	56	22	17	49	90	70	28	94
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	19	11	18	34	14	58	43	12	23	18	72	24
Total Analysis Volume [veh/h]	78	46	70	13	57	23	17	51	92	72	28	96
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	0.	1.	1.	0.
Split [s]	10	32	0	20	42	0	16	32	0	16	32	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	0.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	23	0	0	23	0	0	23	0	0	23	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	0.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N		N	N	
Maximum Recall	N	N		N	N		N	N		N	N	
Pedestrian Recall	N	N		N	N		N	N		N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	10	10	10	10	10	10	10	10	10	10	10	10
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
g_i, Effective Green Time [s]	6	31	31	10	35	35	12	37	37	6	31	31
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	16	16	16	14	16	16	15	16	16	15
c, Capacity [veh/h]	98	51	49	16	59	50	19	62	59	92	51	47
d1, Uniform Delay [s]	46	28	28	43	32	25	43	24	24	46	27	27
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	13	3.	3.	9.	31	3.	13	2.	2.	13	2.	2.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	60	32	32	53	63	28	57	27	27	60	29	29
Lane Group LOS	E	C	C	D	E	C	E	C	C	E	C	C
Critical Lane Group	Ye	N	N	N	Ye	N	N	N	Ye	Ye	N	N
50th-Percentile Queue Length [veh/ln]	2.	5.	5.	3.	18	4.	4.	6.	5.	2.	3.	3.
50th-Percentile Queue Length [ft/ln]	56	14	14	94	46	11	12	14	14	52	98	93
95th-Percentile Queue Length [veh/ln]	4.	9.	9.	6.	25	8.	8.	10	9.	3.	7.	6.
95th-Percentile Queue Length [ft/ln]	10	24	23	17	63	20	21	25	24	94	17	16

Movement, Approach, & Intersection Results

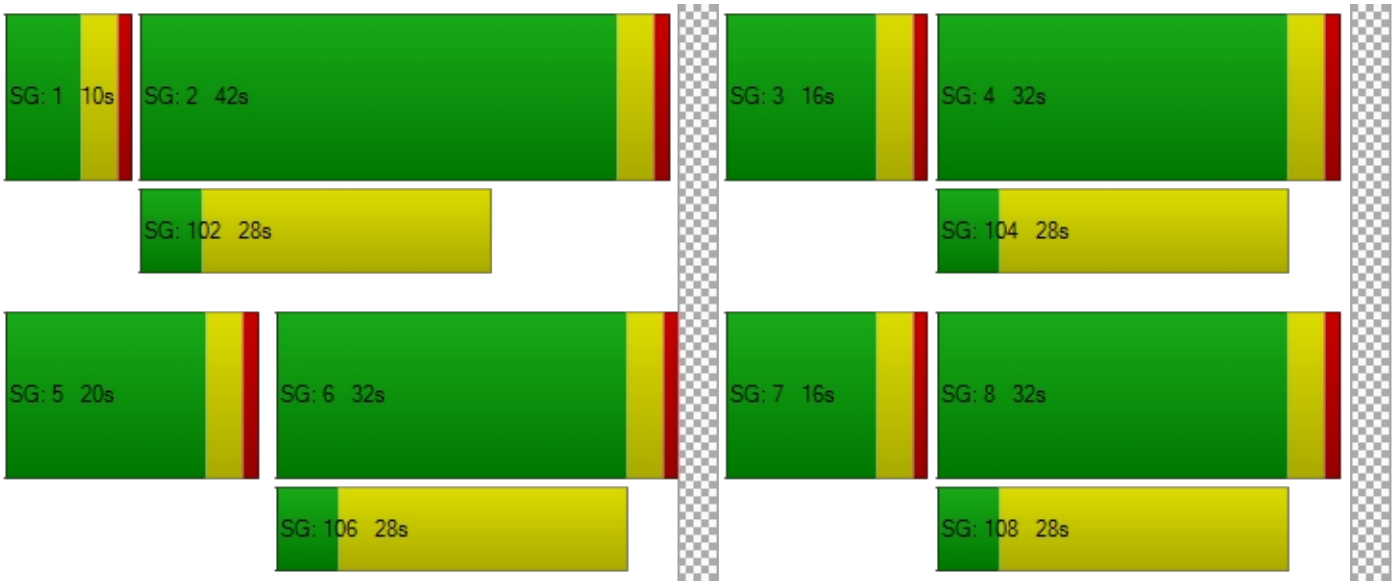
d_M, Delay for Movement [s/veh]	60	32	32	53	63	28	57	27	27	60	29	29
Movement LOS	E	C	C	D	E	C	E	C	C	E	C	C
d_A, Approach Delay [s/veh]	36.03			53.53			33.91			34.36		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	41.12											
Intersection LOS	D											
Intersection V/C	0.646											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
I_p,int, Pedestrian LOS Score for Intersection	2.467	2.634	2.574	2.535
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	560	760	560	560
d_b, Bicycle Delay [s]	25.92	19.22	25.92	25.92
I_b,int, Bicycle LOS Score for Intersection	2.062	3.124	2.200	1.934
Bicycle LOS	B	C	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 7: Tyrolite / Mission

Control Type:	Two-way stop	Delay (sec / veh):	22.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.135

Intersection Setup

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

Volumes

Name	Tyrolite		Mission		Mission	
Base Volume Input [veh/h]	31	19	703	40	23	378
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]	31	19	703	40	23	378
Peak Hour Factor	0.9720	0.9720	0.9720	0.9720	0.9720	0.9720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	181	10	6	97
Total Analysis Volume [veh/h]	32	20	723	41	24	389
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.03	0.01	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	22.55	11.04	0.00	0.00	9.39	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.46	0.10	0.00	0.00	0.09	0.04
95th-Percentile Queue Length [ft/ln]	11.50	2.51	0.00	0.00	2.19	1.10
d_A, Approach Delay [s/veh]	18.12		0.00		0.55	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.95					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 8: Camino Real / Mission

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

Intersection Setup

Name	Ca Re			Ca Re			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	22	10	10	17	10	17	15	10	15	25	10	75
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Ca Re			Ca Re			Mission			Mission		
Base Volume Input [veh/h]	93	39	74	35	59	58	21	52	15	10	26	15
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	39	74	35	59	58	21	52	15	10	26	15
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	25	10	20	9	16	15	6	14	42	27	71	4
Total Analysis Volume [veh/h]	99	42	79	37	63	62	22	55	16	11	28	16
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe
Signal Group	1	6	0	5	2	0	3	8	1	7	4	0
Auxiliary Signal Groups									1,			
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	5	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
All red [s]	1.	1.	0.	1.	1.	0.	1.	1.	1.	1.	1.	0.
Split [s]	29	42	0	13	26	0	9	26	29	9	26	0
Vehicle Extension [s]	3.	3.	0.	3.	3.	0.	3.	3.	3.	3.	3.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	17	0	0	17	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	0.	2.	2.	2.	2.	2.	0.
Minimum Recall	N	N		N	N		N	N	N	N	N	
Maximum Recall	N	N		N	N		N	N	N	N	N	
Pedestrian Recall	N	N		N	N		N	N	N	N	N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	2.	2.	2.	0.	2.	2.	2.
g_i, Effective Green Time [s]	7	10	10	3	6	6	2	53	64	8	59	59
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	16	14	16	16	14	16	32	14	16	32	14
c, Capacity [veh/h]	13	19	16	56	11	94	40	18	10	14	20	92
d1, Uniform Delay [s]	40	36	37	42	40	41	43	9.	4.	40	6.	5.
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	7.	0.	2.	12	4.	7.	11	0.	0.	9.	0.	0.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	48	36	39	55	45	48	54	9.	4.	49	6.	5.
Lane Group LOS	D	D	D	E	D	D	D	A	A	D	A	A
Critical Lane Group	Ye	N	N	N	N	Ye	N	Ye	N	Ye	N	N
50th-Percentile Queue Length [veh/ln]	2.	0.	1.	1.	1.	1.	0.	2.	0.	2.	0.	0.
50th-Percentile Queue Length [ft/ln]	60	21	42	25	37	38	15	65	20	68	23	2.
95th-Percentile Queue Length [veh/ln]	4.	1.	3.	1.	2.	2.	1.	4.	1.	4.	1.	0.
95th-Percentile Queue Length [ft/ln]	10	38	77	45	66	68	27	11	37	12	42	4.

Movement, Approach, & Intersection Results

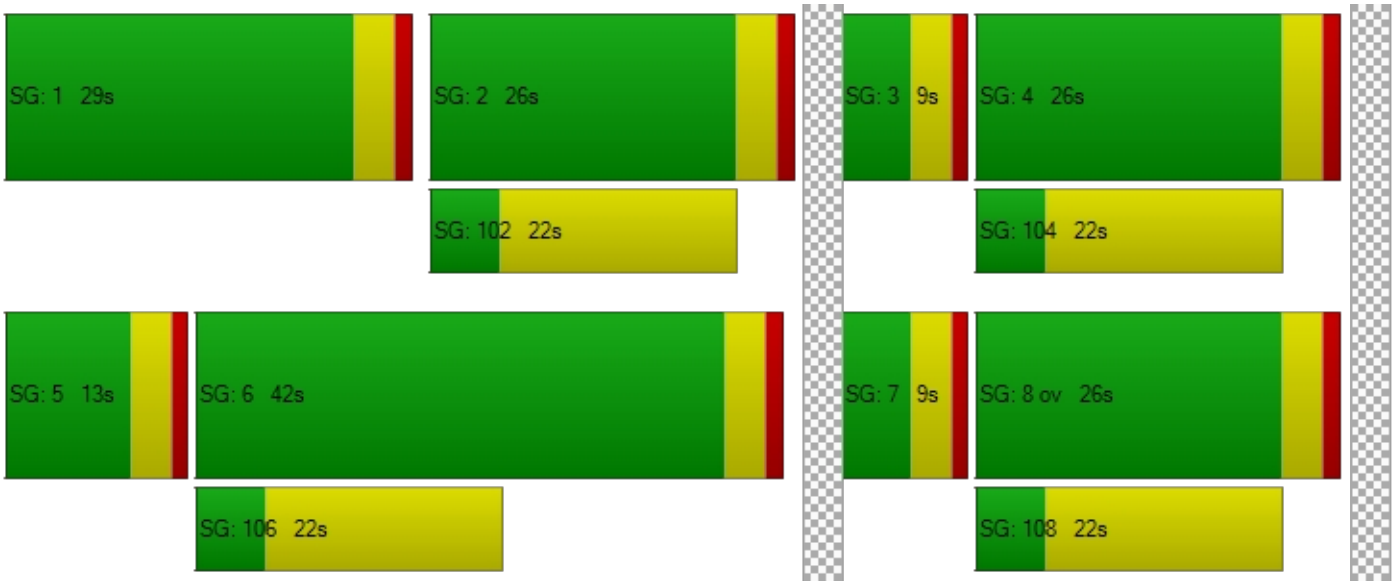
d_M, Delay for Movement [s/veh]	48	36	39	55	45	48	54	9.	4.	49	6.	5.
Movement LOS	D	D	D	E	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	43.00			48.95			9.86			17.89		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	20.85											
Intersection LOS	C											
Intersection V/C	0.364											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	36.45	36.45	36.45
I_p,int, Pedestrian LOS Score for Intersection	2.411	2.349	2.648	2.631
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844	489	489	489
d_b, Bicycle Delay [s]	15.02	25.69	25.69	25.69
I_b,int, Bicycle LOS Score for Intersection	1.923	1.693	2.177	1.897
Bicycle LOS	A	A	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 9: Valley Way / Mission

Control Type:	Signalized	Delay (sec / veh):	42.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	Va Wa			Va Wa			Mission			Mission		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	3	2	0	1	1	0	1
Entry Pocket Length [ft]	15	10	10	17	10	17	40	10	12	25	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	49	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Va Wa			Va Wa			Mission			Mission		
Base Volume Input [veh/h]	13	39	87	45	34	18	65	10	19	63	22	45
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	39	87	45	34	18	65	10	19	63	22	45
Peak Hour Factor	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	3	10	23	11	89	48	17	26	5	16	59	11
Total Analysis Volume [veh/h]	14	41	91	47	35	19	68	10	20	66	23	47
Presence of On-Street Parking	N		N	N		N	N		N	N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Pr	Pe	Pe	Pr	Pe	O	Pr	Pe	Pe	Pr	Pe	O
Signal Group	1	6	0	5	2	3	3	8	0	7	4	4
Auxiliary Signal Groups						2,						4,
Lead / Lag	Le	-	-	Le	-	-	Le	-	-	Le	-	-
Minimum Green [s]	5	5	0	5	5	5	5	5	0	5	5	5
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
All red [s]	1.	1.	0.	1.	1.	1.	1.	1.	0.	1.	1.	1.
Split [s]	21	30	0	24	33	30	30	56	0	10	36	36
Vehicle Extension [s]	3.	3.	0.	3.	3.	3.	3.	3.	0.	3.	3.	3.
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	21	0	0	24	0	0	21	0	0	27	27
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N			N	
I1, Start-Up Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
I2, Clearance Lost Time [s]	2.	2.	0.	2.	2.	2.	2.	2.	0.	2.	2.	2.
Minimum Recall	N	N		N	N	N	N	N		N	N	N
Maximum Recall	N	N		N	N	N	N	N		N	N	N
Pedestrian Recall	N	N		N	N	N	N	N		N	N	N
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	12	12	12	12	12	12	12	12	12	12	12	12
L, Total Lost Time per Cycle [s]	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.	4.
l1_p, Permitted Start-Up Lost Time [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
l2, Clearance Lost Time [s]	2.	2.	2.	2.	2.	0.	2.	2.	2.	2.	2.	0.
g_i, Effective Green Time [s]	2	29	29	20	47	77	26	49	49	6	29	53
g / C, Green / Cycle	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
(v / s)_i Volume / Saturation Flow Rate	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
s, saturation flow rate [veh/h]	16	32	14	31	32	25	31	32	14	16	32	14
c, Capacity [veh/h]	26	77	34	52	12	16	67	13	58	81	77	63
d1, Uniform Delay [s]	58	39	36	49	24	8.	47	31	21	56	37	27
k, delay calibration	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
d2, Incremental Delay [s]	15	2.	1.	7.	0.	0.	18	5.	0.	17	1.	7.
d3, Initial Queue Delay [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rp, platoon ratio	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
PF, progression factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Lane Group Results

X, volume / capacity	0.	0.	0.	0.	0.	0.	1.	0.	0.	0.	0.	0.
d, Delay for Lane Group [s/veh]	74	42	38	56	25	8.	65	36	21	73	38	35
Lane Group LOS	E	D	D	E	C	A	F	D	C	E	D	D
Critical Lane Group	N	Ye	N	Ye	N	N	Ye	N	N	N	N	Ye
50th-Percentile Queue Length [veh/ln]	0.	5.	2.	7.	3.	0.	11	14	0.	2.	2.	12
50th-Percentile Queue Length [ft/ln]	13	14	58	18	89	24	29	35	8.	59	74	31
95th-Percentile Queue Length [veh/ln]	0.	9.	4.	12	6.	1.	17	20	0.	4.	5.	18
95th-Percentile Queue Length [ft/ln]	24	23	10	30	16	44	43	51	16	10	13	45

Movement, Approach, & Intersection Results

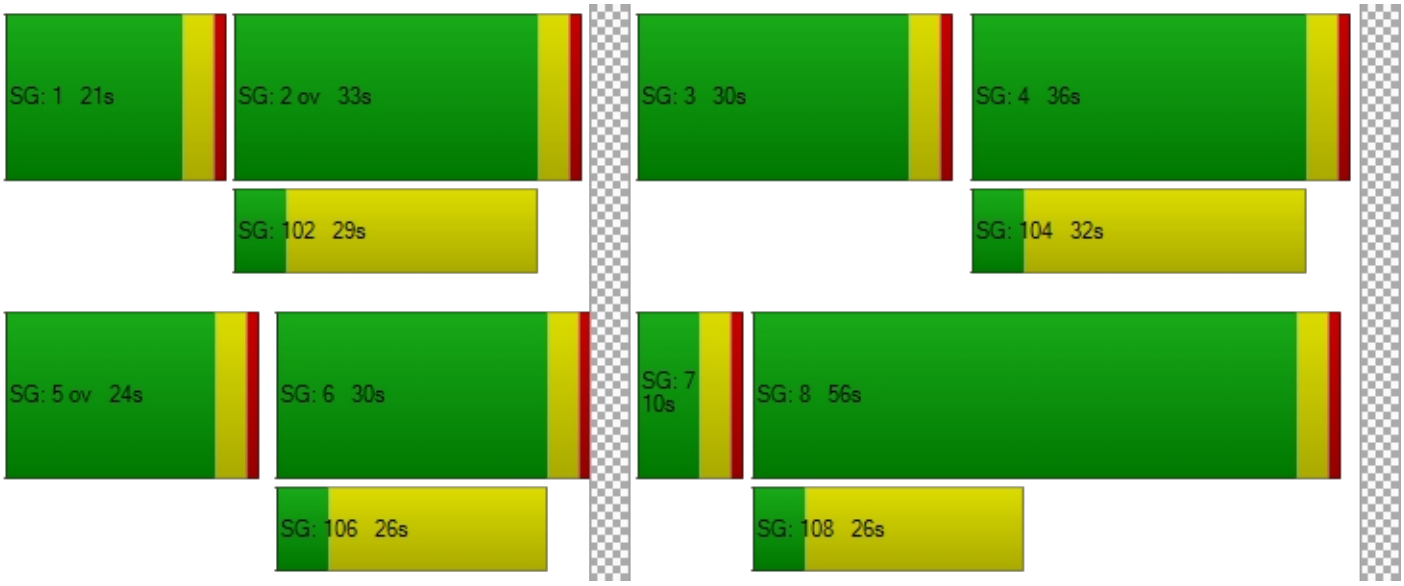
d_M, Delay for Movement [s/veh]	74	42	38	56	25	8.	65	36	21	73	38	35
Movement LOS	E	D	D	E	C	A	F	D	C	E	D	D
d_A, Approach Delay [s/veh]	42.55			36.57			47.86			39.72		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	42.80											
Intersection LOS	D											
Intersection V/C	0.797											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
I_p,int, Pedestrian LOS Score for Intersection	2.625	3.057	3.009	2.858
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	483	867	533
d_b, Bicycle Delay [s]	36.82	34.50	19.27	32.27
I_b,int, Bicycle LOS Score for Intersection	1.989	2.408	3.011	2.198
Bicycle LOS	A	B	C	B

Sequence

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



HCM 6th Signalized Intersection Summary
3: Camino Real & Jurupa Rd

01/12/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	310	49	196	286	22	42	153	172	11	196	30
Future Volume (veh/h)	34	310	49	196	286	22	42	153	172	11	196	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	352	56	223	325	25	48	174	195	12	223	34
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	355	57	245	564	43	56	204	229	14	268	240
Arrive On Green	0.03	0.23	0.23	0.14	0.33	0.33	0.29	0.29	0.29	0.15	0.15	0.15
Sat Flow, veh/h	1781	1575	251	1781	1715	132	198	716	802	95	1770	1585
Grp Volume(v), veh/h	39	0	408	223	0	350	417	0	0	235	0	34
Grp Sat Flow(s),veh/h/ln	1781	0	1825	1781	0	1847	1716	0	0	1866	0	1585
Q Serve(g_s), s	1.9	0.0	20.1	11.1	0.0	14.1	20.6	0.0	0.0	11.0	0.0	1.7
Cycle Q Clear(g_c), s	1.9	0.0	20.1	11.1	0.0	14.1	20.6	0.0	0.0	11.0	0.0	1.7
Prop In Lane	1.00		0.14	1.00		0.07	0.12		0.47	0.05		1.00
Lane Grp Cap(c), veh/h	62	0	412	245	0	607	490	0	0	282	0	240
V/C Ratio(X)	0.63	0.00	0.99	0.91	0.00	0.58	0.85	0.00	0.00	0.83	0.00	0.14
Avail Cap(c_a), veh/h	101	0	412	245	0	607	490	0	0	375	0	319
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	34.8	38.2	0.0	25.0	30.3	0.0	0.0	37.1	0.0	33.1
Incr Delay (d2), s/veh	10.2	0.0	41.9	34.1	0.0	1.3	16.8	0.0	0.0	11.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	13.4	7.1	0.0	6.2	10.5	0.0	0.0	5.8	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	0.0	76.6	72.4	0.0	26.4	47.1	0.0	0.0	48.6	0.0	33.4
LnGrp LOS	D	A	E	E	A	C	D	A	A	D	A	C
Approach Vol, veh/h		447			573			417			269	
Approach Delay, s/veh		74.6			44.3			47.1			46.7	
Approach LOS		E			D			D			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.2	16.9	24.8		18.1	7.6	34.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.2	12.4	20.3		18.1	5.1	27.6				
Max Q Clear Time (g_c+I1), s		22.6	13.1	22.1		13.0	3.9	16.1				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.6	0.0	1.6				

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Intersection Level Of Service Report
Intersection 11: Pyrite / Dwy 1

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.264

Intersection Setup

Name	Pyrite		Pyrite		Dwy 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pyrite		Pyrite		Dwy 1	
Base Volume Input [veh/h]	505	16	271	630	0	136
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]	505	16	271	630	0	136
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	133	4	71	166	0	36
Total Analysis Volume [veh/h]	532	17	285	663	0	143
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.28	0.01	0.00	0.26
d_M, Delay for Movement [s/veh]	0.00	0.00	9.89	0.00	0.00	14.02
Movement LOS	A	A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	1.15	0.00	0.00	1.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	28.70	0.00	0.00	26.36
d_A, Approach Delay [s/veh]	0.00		2.97		14.02	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.94					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Pyrite / Dwy 2

Control Type:	Signalized	Delay (sec / veh):	24.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name	Pyrite		Pyrite		Dwy 2	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	225.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pyrite		Pyrite		Dwy 2	
Base Volume Input [veh/h]	261	24	207	399	166	242
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	24	207	399	166	242
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	6	54	105	44	64
Total Analysis Volume [veh/h]	275	25	218	420	175	255
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permi	Permi	Protec	Permi	Permi	Permi
Signal Group	6	0	5	2	7	5
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	5	0	5	5	5	5
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	16	0	49	65	25	49
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	7	0	0	10	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	46	14	64	18	18
g / C, Green / Cycle	0.51	0.16	0.71	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.18	0.14	0.25	0.11	0.18
s, saturation flow rate [veh/h]	1659	1603	1683	1603	1431
c, Capacity [veh/h]	839	256	1195	322	287
d1, Uniform Delay [s]	13.41	36.79	5.04	32.28	34.99
k, delay calibration	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.19	7.77	0.81	1.43	9.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.85	0.35	0.54	0.89
d, Delay for Lane Group [s/veh]	14.60	44.56	5.85	33.71	44.14
Lane Group LOS	B	D	A	C	D
Critical Lane Group	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.74	5.13	2.71	3.49	6.04
50th-Percentile Queue Length [ft/ln]	93.52	128.20	67.70	87.20	150.95
95th-Percentile Queue Length [veh/ln]	6.73	8.84	4.87	6.28	10.07
95th-Percentile Queue Length [ft/ln]	168.34	221.05	121.85	156.96	251.69

Movement, Approach, & Intersection Results

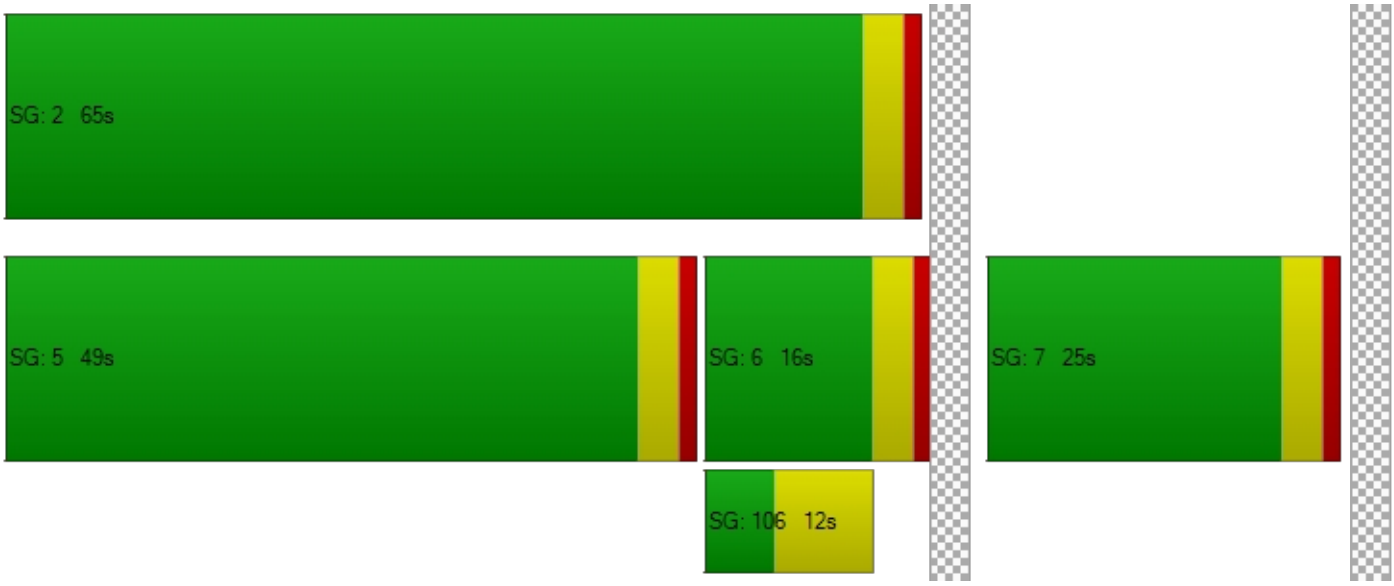
d_M, Delay for Movement [s/veh]	14.60	14.60	44.56	5.85	33.71	44.14
Movement LOS	B	B	D	A	C	D
d_A, Approach Delay [s/veh]	14.60		19.08		39.89	
Approach LOS	B		B		D	
d_I, Intersection Delay [s/veh]	24.64					
Intersection LOS	C					
Intersection V/C	0.518					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	36.45
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.160
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	1356	467
d_b, Bicycle Delay [s]	33.80	4.67	26.45
I_b,int, Bicycle LOS Score for Intersection	2.055	2.612	1.560
Bicycle LOS	B	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 13: Dwy 3 / Mission

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	Dwy 3		Mission		Mission	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 3		Mission		Mission	
Base Volume Input [veh/h]	0	57	0	1071	426	32
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]	0	57	0	1071	426	32
Peak Hour Factor	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	0	282	112	8
Total Analysis Volume [veh/h]	0	60	0	1127	448	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.14	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.26	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.41	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.14		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 14: Dwy 4 / Mission

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.444

Intersection Setup

Name	Dwy 4		Mission		Mission	
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 Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	160.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 4		Mission		Mission	
Base Volume Input [veh/h]	114	57	135	936	400	56
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
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	57	135	936	400	56
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	15	36	246	105	15
Total Analysis Volume [veh/h]	120	60	142	985	421	59
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0		0		0	
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permi	Permi	Protec	Permi	Permi	Permi
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	5	5	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	19	0	55	71	16	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	10	0	0	10	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	10	70	56	56
g / C, Green / Cycle	0.14	0.11	0.77	0.62	0.62
(v / s)_i Volume / Saturation Flow Rate	0.12	0.09	0.31	0.14	0.15
s, saturation flow rate [veh/h]	1541	1603	3204	1683	1613
c, Capacity [veh/h]	211	176	2482	1044	1001
d1, Uniform Delay [s]	38.00	39.16	3.31	7.57	7.62
k, delay calibration	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.49	8.45	0.48	0.51	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.81	0.40	0.23	0.24
d, Delay for Lane Group [s/veh]	47.48	47.61	3.78	8.08	8.19
Lane Group LOS	D	D	A	A	A
Critical Lane Group	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.37	3.43	2.12	2.00	2.02
50th-Percentile Queue Length [ft/ln]	109.21	85.83	52.97	49.88	50.43
95th-Percentile Queue Length [veh/ln]	7.80	6.18	3.81	3.59	3.63
95th-Percentile Queue Length [ft/ln]	194.91	154.50	95.34	89.79	90.77

Movement, Approach, & Intersection Results

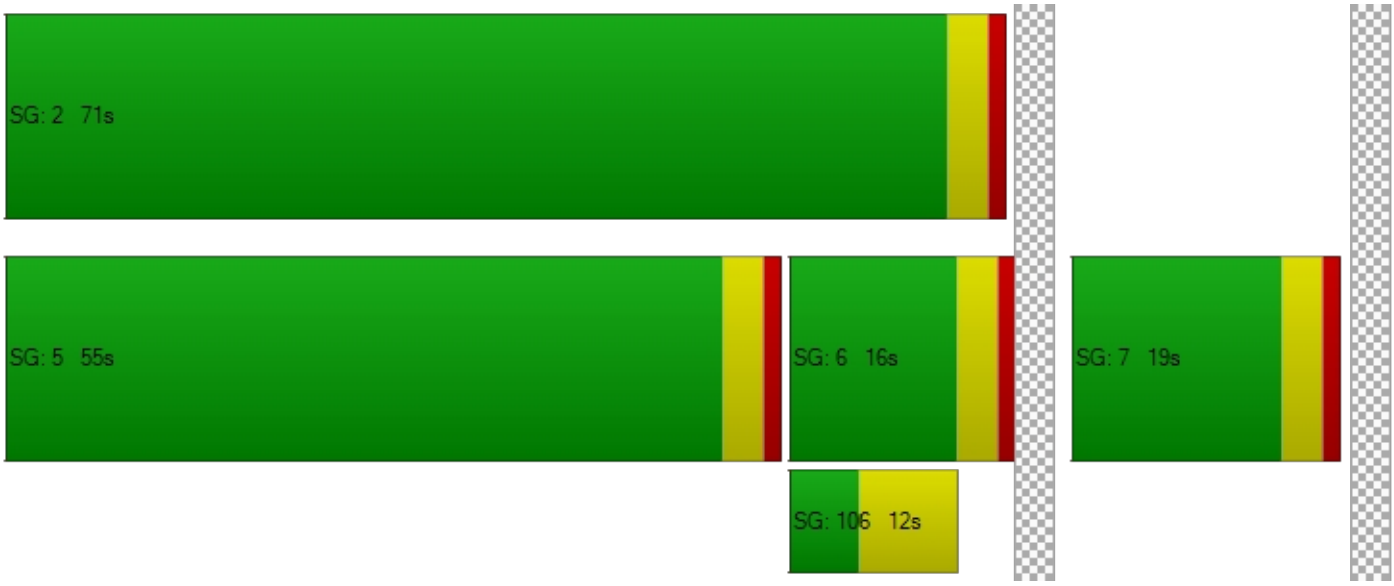
d_M, Delay for Movement [s/veh]	47.48	47.48	47.61	3.78	8.13	8.19
Movement LOS	D	D	D	A	A	A
d_A, Approach Delay [s/veh]	47.48		9.30		8.14	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	12.84					
Intersection LOS	B					
Intersection V/C	0.444					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.45	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.902	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	1489	267
d_b, Bicycle Delay [s]	31.25	2.94	33.80
I_b,int, Bicycle LOS Score for Intersection	1.857	2.489	1.956
Bicycle LOS	A	B	A

Sequence

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



Intersection Level Of Service Report
Intersection 15: Dwy 5 / Mission

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	Dwy 5		Mission		Mission	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Dwy 5		Mission		Mission	
Base Volume Input [veh/h]	0	57	0	1051	398	56
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]	0	57	0	1051	398	56
Peak Hour Factor	1.0000	0.9500	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	0	277	105	15
Total Analysis Volume [veh/h]	0	60	0	1106	419	59
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	10.13	0.00	0.00	0.00	0.00
Movement LOS		B		A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.26	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.39	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.13		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.695

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	53	12	0	0	74	21	0	0	0	23	5	77
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	12	0	0	74	21	0	0	0	23	5	77
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	13	31	0	0	19	54	0	0	0	58	1	19
Total Analysis Volume [veh/h]	53	12	0	0	74	21	0	0	0	23	5	77
Presence of On-Street Parking	N		N	N		N				N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe
Signal Group	0	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.	3.	0.	0.	3.	0.	0.	0.	0.	0.	3.	0.
All red [s]	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	1.	0.
Split [s]	0	30	0	0	30	0	0	0	0	0	60	0
Vehicle Extension [s]	0.	3.	0.	0.	3.	0.	0.	0.	0.	0.	3.	0.
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N						N	
I1, Start-Up Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	0.	0.	0.	2.	0.
I2, Clearance Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	0.	0.	0.	2.	0.
Minimum Recall		N			N						N	
Maximum Recall		N			N						N	
Pedestrian Recall		N			N						N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C		C	R
C, Cycle Length [s]	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	66	66	66		16	16
g / C, Green / Cycle	0.74	0.74	0.74		0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.55	0.07	0.20		0.15	0.05
s, saturation flow rate [veh/h]	979	168	1487		160	143
c, Capacity [veh/h]	708	124	1096		279	248
d1, Uniform Delay [s]	12.7	3.35	3.85		36.0	32.4
k, delay calibration	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	7.35	0.16	0.59		7.35	0.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.10	0.27		0.85	0.31
d, Delay for Lane Group [s/veh]	20.0	3.50	4.45		43.3	33.1
Lane Group LOS	C	A	A		D	C
Critical Lane Group	Yes	No	No		Yes	No
50th-Percentile Queue Length [veh/ln]	8.60	0.54	1.51		5.53	1.49
50th-Percentile Queue Length [ft/ln]	215.	13.6	37.83		138.	37.3
95th-Percentile Queue Length [veh/ln]	13.4	0.98	2.72		9.38	2.69
95th-Percentile Queue Length [ft/ln]	335.	24.4	68.09		234.	67.1

Movement, Approach, & Intersection Results

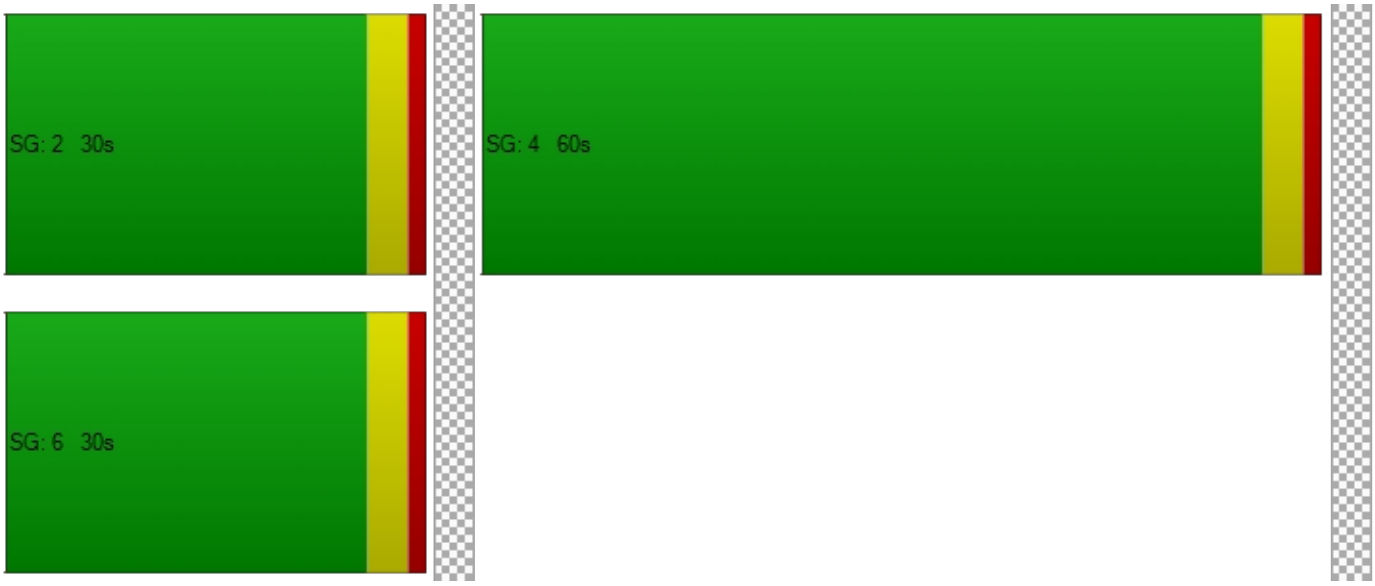
d_M, Delay for Movement [s/veh]	20	3.	0.	0.	4.	4.	0.	0.	0.	43	43	33
Movement LOS	C	A			A	A				D	D	C
d_A, Approach Delay [s/veh]	16.96			4.45			0.00			40.85		
Approach LOS	B			A			A			D		
d_I, Intersection Delay [s/veh]	20.03											
Intersection LOS	C											
Intersection V/C	0.695											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	0	1244
d_b, Bicycle Delay [s]	22.76	22.76	45.00	6.42
I_b,int, Bicycle LOS Score for Intersection	2.645	2.040	4.132	2.079
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Signalized	Delay (sec / veh):	16.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	58	23	35	26	0	70	2	24	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	58	23	35	26	0	70	2	24	0	0	0
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	14	60	9	67	0	18	1	60	0	0	0
Total Analysis Volume [veh/h]	0	58	23	35	26	0	70	2	24	0	0	0
Presence of On-Street Parking	N		N	N		N	N		N			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe
Signal Group	0	6	0	0	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	0.	3.	0.	0.	3.	0.	0.	3.	0.	0.	0.	0.
All red [s]	0.	1.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.
Split [s]	0	9	0	0	9	0	0	81	0	0	0	0
Vehicle Extension [s]	0.	3.	0.	0.	3.	0.	0.	3.	0.	0.	0.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N				
I1, Start-Up Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	2.	0.	0.	0.	0.
I2, Clearance Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	2.	0.	0.	0.	0.
Minimum Recall		N			N			N				
Maximum Recall		N			N			N				
Pedestrian Recall		N			N			N				
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	2.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	64	64	64	17	17	
g / C, Green / Cycle	0.72	0.72	0.72	0.19	0.19	
(v / s)_i Volume / Saturation Flow Rate	0.51	0.06	0.16	0.04	0.17	
s, saturation flow rate [veh/h]	1601	600	168	160	143	
c, Capacity [veh/h]	1148	318	120	311	277	
d1, Uniform Delay [s]	7.36	17.3	4.26	30.5	35.1	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.80	0.70	0.42	0.38	8.25	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.71	0.11	0.22	0.23	0.87	
d, Delay for Lane Group [s/veh]	11.16	18.0	4.69	30.9	43.3	
Lane Group LOS	B	B	A	C	D	
Critical Lane Group	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.25	0.51	1.47	1.33	5.63	
50th-Percentile Queue Length [ft/ln]	206.24	12.8	36.7	33.3	140.	
95th-Percentile Queue Length [veh/ln]	12.96	0.93	2.65	2.40	9.52	
95th-Percentile Queue Length [ft/ln]	324.00	23.1	66.1	59.9	238.	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.	11	11	18	4.	0.	30	30	43	0.	0.	0.
Movement LOS		B	B	B	A		C	C	D			
d_A, Approach Delay [s/veh]	11.16			6.24			40.52			0.00		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	16.53											
Intersection LOS	B											
Intersection V/C	0.681											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	111	111	1711	0
d_b, Bicycle Delay [s]	40.14	40.14	0.94	45.00
I_b,int, Bicycle LOS Score for Intersection	2.913	2.058	2.076	4.132
Bicycle LOS	C	B	B	D

Sequence

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

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Signalized	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	34	31	0	0	11	12	0	0	0	27	0	71
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	31	0	0	11	12	0	0	0	27	0	71
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	87	79	0	0	29	31	0	0	0	70	0	18
Total Analysis Volume [veh/h]	34	31	0	0	11	12	0	0	0	27	0	71
Presence of On-Street Parking	N		N	N		N				N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe
Signal Group	0	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.	3.	0.	0.	3.	0.	0.	0.	0.	0.	3.	0.
All red [s]	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	1.	0.
Split [s]	0	23	0	0	23	0	0	0	0	0	67	0
Vehicle Extension [s]	0.	3.	0.	0.	3.	0.	0.	0.	0.	0.	3.	0.
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N						N	
I1, Start-Up Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	0.	0.	0.	2.	0.
I2, Clearance Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	0.	0.	0.	2.	0.
Minimum Recall		N			N						N	
Maximum Recall		N			N						N	
Pedestrian Recall		N			N						N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C		C	R
C, Cycle Length [s]	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	64	64	64		18	18
g / C, Green / Cycle	0.71	0.71	0.71		0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.34	0.19	0.16		0.17	0.05
s, saturation flow rate [veh/h]	102	168	1541		160	143
c, Capacity [veh/h]	725	119	1098		318	284
d1, Uniform Delay [s]	9.34	4.58	4.40		34.9	30.3
k, delay calibration	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	2.24	0.54	0.46		7.44	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.26	0.22		0.87	0.25
d, Delay for Lane Group [s/veh]	11.5	5.11	4.86		42.3	30.8
Lane Group LOS	B	A	A		D	C
Critical Lane Group	Yes	No	No		Yes	No
50th-Percentile Queue Length [veh/ln]	3.79	1.86	1.37		6.42	1.31
50th-Percentile Queue Length [ft/ln]	94.7	46.3	34.13		160.	32.8
95th-Percentile Queue Length [veh/ln]	6.82	3.34	2.46		10.5	2.37
95th-Percentile Queue Length [ft/ln]	170.	83.5	61.43		264.	59.1

Movement, Approach, & Intersection Results

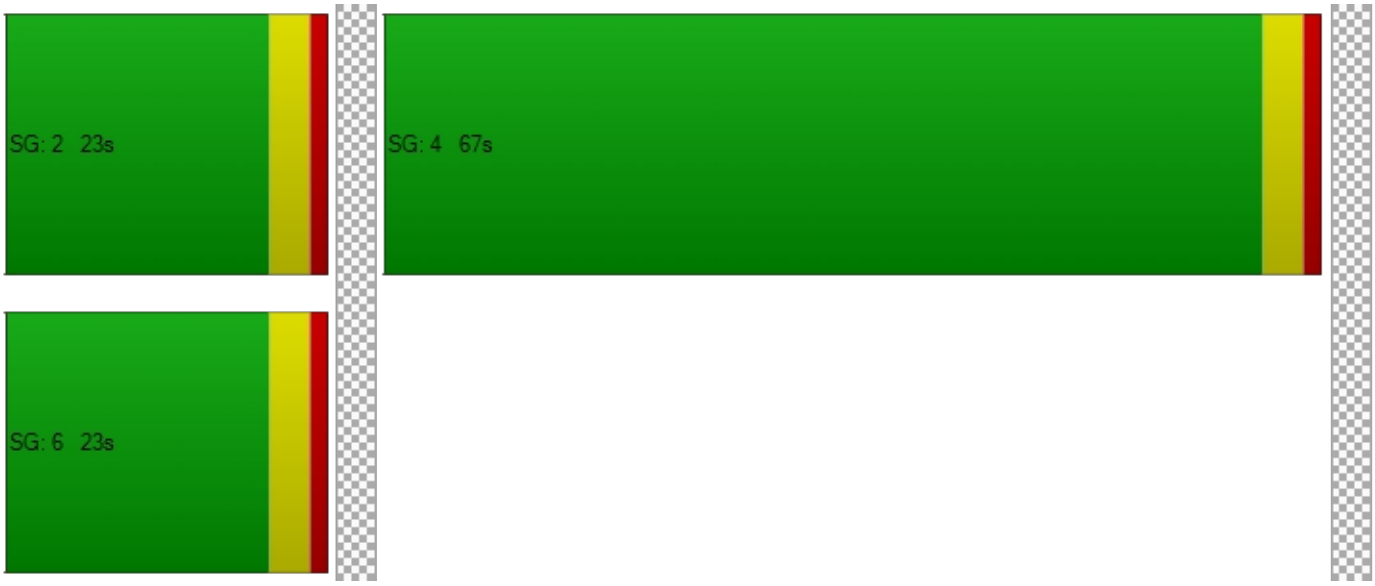
d_M, Delay for Movement [s/veh]	11	5.	0.	0.	4.	4.	0.	0.	0.	42	42	30
Movement LOS	B	A			A	A				D	D	C
d_A, Approach Delay [s/veh]	8.49			4.86			0.00			39.99		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	16.58											
Intersection LOS	B											
Intersection V/C	0.511											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	0	1400
d_b, Bicycle Delay [s]	28.01	28.01	45.00	4.05
I_b,int, Bicycle LOS Score for Intersection	2.652	1.956	4.132	2.135
Bicycle LOS	B	A	D	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	39	22	48	34	0	28	3	52	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	39	22	48	34	0	28	3	52	0	0	0
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	99	56	12	87	0	71	1	13	0	0	0
Total Analysis Volume [veh/h]	0	39	22	48	34	0	28	3	52	0	0	0
Presence of On-Street Parking	N		N	N		N	N		N			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe
Signal Group	0	6	0	0	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	0.	3.	0.	0.	3.	0.	0.	3.	0.	0.	0.	0.
All red [s]	0.	1.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.
Split [s]	0	16	0	0	16	0	0	74	0	0	0	0
Vehicle Extension [s]	0.	3.	0.	0.	3.	0.	0.	3.	0.	0.	0.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N				
I1, Start-Up Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	2.	0.	0.	0.	0.
I2, Clearance Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	2.	0.	0.	0.	0.
Minimum Recall		N			N			N				
Maximum Recall		N			N			N				
Pedestrian Recall		N			N			N				
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	2.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	46	46	36	36	
g / C, Green / Cycle	0.51	0.51	0.51	0.40	0.40	
(v / s)_i Volume / Saturation Flow Rate	0.39	0.07	0.21	0.18	0.37	
s, saturation flow rate [veh/h]	1582	723	168	160	143	
c, Capacity [veh/h]	813	224	865	637	568	
d1, Uniform Delay [s]	17.50	30.8	13.4	19.9	25.8	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	6.75	2.17	1.40	0.50	7.02	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.76	0.21	0.40	0.45	0.93	
d, Delay for Lane Group [s/veh]	24.25	33.0	14.8	20.4	32.8	
Lane Group LOS	C	C	B	C	C	
Critical Lane Group	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	11.02	1.02	4.43	4.36	11.2	
50th-Percentile Queue Length [ft/ln]	275.48	25.4	110.	108.	280.	
95th-Percentile Queue Length [veh/ln]	16.46	1.83	7.88	7.78	16.7	
95th-Percentile Queue Length [ft/ln]	411.58	45.7	196.	194.	417.	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.	24	24	33	14	0.	20	20	32	0.	0.	0.
Movement LOS		C	C	C	B		C	C	C			
d_A, Approach Delay [s/veh]	24.25			17.02			28.45			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	24.55											
Intersection LOS	C											
Intersection V/C	0.760											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	267	1556	0
d_b, Bicycle Delay [s]	33.80	33.80	2.22	45.00
I_b,int, Bicycle LOS Score for Intersection	2.584	2.215	2.903	4.132
Bicycle LOS	B	B	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.707

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	54	12	0	0	75	22	0	0	0	23	5	79
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	12	0	0	75	22	0	0	0	23	5	79
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	13	31	0	0	19	55	0	0	0	59	1	20
Total Analysis Volume [veh/h]	54	12	0	0	75	22	0	0	0	23	5	79
Presence of On-Street Parking	N		N	N		N				N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe
Signal Group	0	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.	3.	0.	0.	3.	0.	0.	0.	0.	0.	3.	0.
All red [s]	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	1.	0.
Split [s]	0	30	0	0	30	0	0	0	0	0	60	0
Vehicle Extension [s]	0.	3.	0.	0.	3.	0.	0.	0.	0.	0.	3.	0.
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N						N	
I1, Start-Up Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	0.	0.	0.	2.	0.
I2, Clearance Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	0.	0.	0.	2.	0.
Minimum Recall		N			N						N	
Maximum Recall		N			N						N	
Pedestrian Recall		N			N						N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C		C	R
C, Cycle Length [s]	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	66	66	66		16	16
g / C, Green / Cycle	0.74	0.74	0.74		0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.56	0.07	0.20		0.15	0.06
s, saturation flow rate [veh/h]	975	168	1487		160	143
c, Capacity [veh/h]	703	123	1094		281	250
d1, Uniform Delay [s]	13.2	3.38	3.91		35.9	32.3
k, delay calibration	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.07	0.16	0.61		7.33	0.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.10	0.27		0.85	0.32
d, Delay for Lane Group [s/veh]	21.3	3.55	4.52		43.2	33.0
Lane Group LOS	C	A	A		D	C
Critical Lane Group	Yes	No	No		Yes	No
50th-Percentile Queue Length [veh/ln]	9.11	0.56	1.56		5.57	1.53
50th-Percentile Queue Length [ft/ln]	227.	13.9	38.96		139.	38.2
95th-Percentile Queue Length [veh/ln]	14.0	1.00	2.81		9.44	2.76
95th-Percentile Queue Length [ft/ln]	351.	25.1	70.14		236.	68.8

Movement, Approach, & Intersection Results

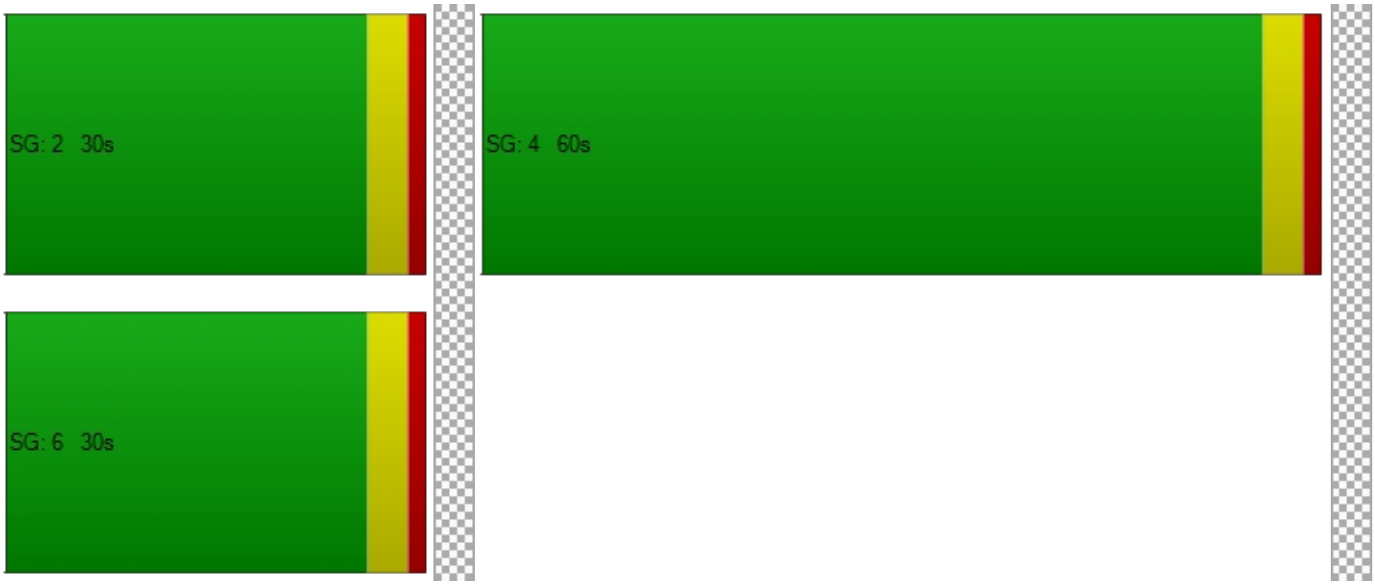
d_M, Delay for Movement [s/veh]	21	3.	0.	0.	4.	4.	0.	0.	0.	43	43	33
Movement LOS	C	A			A	A				D	D	C
d_A, Approach Delay [s/veh]	17.98			4.52			0.00			40.75		
Approach LOS	B			A			A			D		
d_I, Intersection Delay [s/veh]	20.54											
Intersection LOS	C											
Intersection V/C	0.707											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	578	0	1244
d_b, Bicycle Delay [s]	22.76	22.76	45.00	6.42
I_b,int, Bicycle LOS Score for Intersection	2.662	2.048	4.132	2.086
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	59	24	36	26	0	71	2	24	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	59	24	36	26	0	71	2	24	0	0	0
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	14	60	9	67	0	18	1	61	0	0	0
Total Analysis Volume [veh/h]	0	59	24	36	26	0	71	2	24	0	0	0
Presence of On-Street Parking	N		N	N		N	N		N			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe
Signal Group	0	6	0	0	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	0.	3.	0.	0.	3.	0.	0.	3.	0.	0.	0.	0.
All red [s]	0.	1.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.
Split [s]	0	9	0	0	9	0	0	81	0	0	0	0
Vehicle Extension [s]	0.	3.	0.	0.	3.	0.	0.	3.	0.	0.	0.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N				
I1, Start-Up Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	2.	0.	0.	0.	0.
I2, Clearance Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	2.	0.	0.	0.	0.
Minimum Recall		N			N			N				
Maximum Recall		N			N			N				
Pedestrian Recall		N			N			N				
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	2.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	64	64	64	18	18	
g / C, Green / Cycle	0.72	0.72	0.72	0.20	0.20	
(v / s)_i Volume / Saturation Flow Rate	0.52	0.06	0.16	0.05	0.17	
s, saturation flow rate [veh/h]	1601	594	168	160	143	
c, Capacity [veh/h]	1146	309	120	313	279	
d1, Uniform Delay [s]	7.54	18.0	4.31	30.4	35.0	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.01	0.76	0.43	0.38	8.24	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.72	0.12	0.22	0.23	0.87	
d, Delay for Lane Group [s/veh]	11.55	18.7	4.74	30.8	43.3	
Lane Group LOS	B	B	A	C	D	
Critical Lane Group	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.57	0.54	1.49	1.35	5.68	
50th-Percentile Queue Length [ft/ln]	214.23	13.5	37.3	33.7	141.	
95th-Percentile Queue Length [veh/ln]	13.37	0.98	2.69	2.43	9.58	
95th-Percentile Queue Length [ft/ln]	334.26	24.4	67.2	60.7	239.	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.	11	11	18	4.	0.	30	30	43	0.	0.	0.
Movement LOS		B	B	B	A		C	C	D			
d_A, Approach Delay [s/veh]	11.55			6.40			40.43			0.00		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	16.75											
Intersection LOS	B											
Intersection V/C	0.689											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	111	111	1711	0
d_b, Bicycle Delay [s]	40.14	40.14	0.94	45.00
I_b,int, Bicycle LOS Score for Intersection	2.931	2.063	2.081	4.132
Bicycle LOS	C	B	B	D

Sequence

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

Intersection Level Of Service Report
Intersection 1: Pyrite / SR60 WB

Control Type:	Signalized	Delay (sec / veh):	16.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	15	10	10	10	10	10	10	10	10	10	10	25
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 WB			SR60 WB		
Base Volume Input [veh/h]	34	32	0	0	11	12	0	0	0	28	0	72
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	32	0	0	11	12	0	0	0	28	0	72
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	87	81	0	0	29	32	0	0	0	70	0	18
Total Analysis Volume [veh/h]	34	32	0	0	11	12	0	0	0	28	0	72
Presence of On-Street Parking	N		N	N		N				N		N
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe
Signal Group	0	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.	3.	0.	0.	3.	0.	0.	0.	0.	0.	3.	0.
All red [s]	0.	1.	0.	0.	1.	0.	0.	0.	0.	0.	1.	0.
Split [s]	0	25	0	0	25	0	0	0	0	0	65	0
Vehicle Extension [s]	0.	3.	0.	0.	3.	0.	0.	0.	0.	0.	3.	0.
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N						N	
I1, Start-Up Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	0.	0.	0.	2.	0.
I2, Clearance Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	0.	0.	0.	2.	0.
Minimum Recall		N			N						N	
Maximum Recall		N			N						N	
Pedestrian Recall		N			N						N	
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C		C	R
C, Cycle Length [s]	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	64	64	64		18	18
g / C, Green / Cycle	0.71	0.71	0.71		0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.34	0.19	0.16		0.17	0.05
s, saturation flow rate [veh/h]	102	168	1541		160	143
c, Capacity [veh/h]	720	119	1096		320	286
d1, Uniform Delay [s]	9.54	4.64	4.46		34.8	30.2
k, delay calibration	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	2.33	0.55	0.47		7.43	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.27	0.22		0.87	0.25
d, Delay for Lane Group [s/veh]	11.8	5.19	4.93		42.2	30.7
Lane Group LOS	B	A	A		D	C
Critical Lane Group	Yes	No	No		Yes	No
50th-Percentile Queue Length [veh/ln]	3.89	1.91	1.41		6.46	1.33
50th-Percentile Queue Length [ft/ln]	97.2	47.8	35.22		161.	33.2
95th-Percentile Queue Length [veh/ln]	7.00	3.44	2.54		10.6	2.40
95th-Percentile Queue Length [ft/ln]	175.	86.0	63.40		265.	59.9

Movement, Approach, & Intersection Results

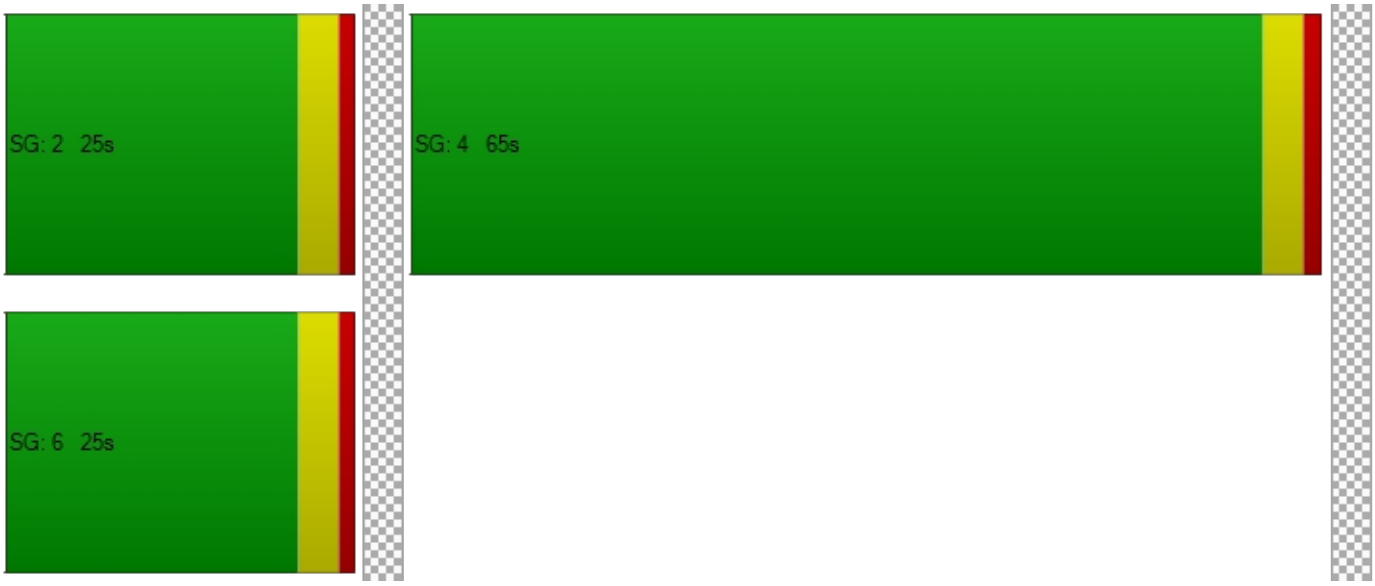
d_M, Delay for Movement [s/veh]	11	5.	0.	0.	4.	4.	0.	0.	0.	42	42	30
Movement LOS	B	A			A	A				D	D	C
d_A, Approach Delay [s/veh]	8.66			4.93			0.00			39.91		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	16.62											
Intersection LOS	B											
Intersection V/C	0.516											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	0	1356
d_b, Bicycle Delay [s]	26.45	26.45	45.00	4.67
I_b,int, Bicycle LOS Score for Intersection	2.667	1.964	4.132	2.140
Bicycle LOS	B	A	D	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Pyrite / SR60 EB

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Approach	Northboun			Southbou			Eastbound			Westboun		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	10	10	10	15	10	10	10	10	25	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			No		

Volumes

Name	Pyrite			Pyrite			SR60 EB			SR60 EB		
Base Volume Input [veh/h]	0	40	22	49	35	0	29	3	53	0	0	0
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	40	22	49	35	0	29	3	53	0	0	0
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	0	10	57	12	88	0	73	1	13	0	0	0
Total Analysis Volume [veh/h]	0	40	22	49	35	0	29	3	53	0	0	0
Presence of On-Street Parking	N		N	N		N	N		N			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [ped/h]	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [ped/h]	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe	Pe
Signal Group	0	6	0	0	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	0	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	0	0
Amber [s]	0.	3.	0.	0.	3.	0.	0.	3.	0.	0.	0.	0.
All red [s]	0.	1.	0.	0.	1.	0.	0.	1.	0.	0.	0.	0.
Split [s]	0	27	0	0	27	0	0	63	0	0	0	0
Vehicle Extension [s]	0.	3.	0.	0.	3.	0.	0.	3.	0.	0.	0.	0.
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Rest In Walk		N			N			N				
I1, Start-Up Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	2.	0.	0.	0.	0.
I2, Clearance Lost Time [s]	0.	2.	0.	0.	2.	0.	0.	2.	0.	0.	0.	0.
Minimum Recall		N			N			N				
Maximum Recall		N			N			N				
Pedestrian Recall		N			N			N				
Detector Location [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Detector Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
I, Upstream Filtering Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	2.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	46	46	36	36	
g / C, Green / Cycle	0.51	0.51	0.51	0.40	0.40	
(v / s)_i Volume / Saturation Flow Rate	0.40	0.07	0.21	0.18	0.37	
s, saturation flow rate [veh/h]	1582	719	168	160	143	
c, Capacity [veh/h]	805	208	857	645	575	
d1, Uniform Delay [s]	17.92	32.5	13.7	19.6	25.6	
k, delay calibration	0.50	0.50	0.50	0.11	0.15	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	7.28	2.64	1.46	0.50	9.09	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.78	0.24	0.41	0.46	0.93	
d, Delay for Lane Group [s/veh]	25.19	35.2	15.1	20.1	34.7	
Lane Group LOS	C	D	B	C	C	
Critical Lane Group	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	11.36	1.08	4.55	4.42	11.6	
50th-Percentile Queue Length [ft/ln]	283.99	27.0	113.	110.	291.	
95th-Percentile Queue Length [veh/ln]	16.89	1.95	8.04	7.87	17.2	
95th-Percentile Queue Length [ft/ln]	422.17	48.6	201.	196.	432.	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.	25	25	35	15	0.	20	20	34	0.	0.	0.
Movement LOS		C	C	D	B		C	C	C			
d_A, Approach Delay [s/veh]	25.19			17.61			29.53			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	25.49											
Intersection LOS	C											
Intersection V/C	0.768											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	511	1311	0
d_b, Bicycle Delay [s]	24.94	24.94	5.34	45.00
I_b,int, Bicycle LOS Score for Intersection	2.593	2.223	2.924	4.132
Bicycle LOS	B	B	C	D

Sequence

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