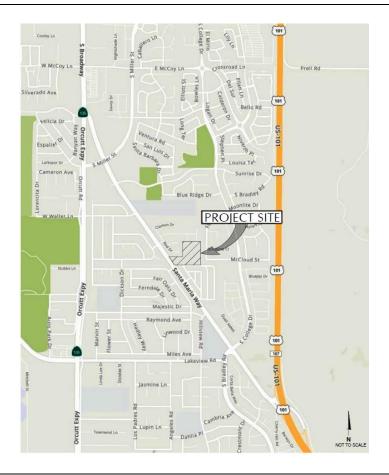
SANTA MARIA DRIVE-IN RESIDENTIAL PROJECT CITY OF SANTA MARIA, CALIFORNIA

TRAFFIC AND CIRCULATION STUDY



December 8, 2020

ATE #20081

People's Self Help Housing 3533 Empleo Street San Luis Obispo, CA 93401



ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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December 8, 2020

20081R01

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TRAFFIC AND CIRCULATION STUDY FOR THE SANTA MARIA DRIVE-IN RESIDENTIAL PROJECT, CITY OF SANTA MARIA

Associated Transportation Engineers (ATE) has prepared the following traffic and circulation study for the Santa Maria Drive-In Residential Project, proposed in the City of Santa Maria. The study evaluates the Existing + Project and Cumulative + Project traffic conditions in order to determine the Project's consistency with the City's transportation policies. An evaluation of the Project's potential CEQA impacts is also provided based on the State's new CEQA requirements adopted under Senate Bill 743.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

10 Scott A. Schell

Principal Transportation Planner

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INTRODUCTION

The following report contains an analysis of the traffic and circulation issues associated with the Santa Maria Drive-In Residential Project (the "Project") proposed in the City of Santa Maria. The report evaluates existing and future traffic operations within the Project study area and evaluates the Project's consistency with the City's transportation policies. The roadways and intersections analyzed in the study were determined based on input provided by City of Santa Maria staff. An evaluation of the Project's potential CEQA impacts is also provided based on the State's new CEQA requirements adopted under Senate Bill 743.

PROJECT DESCRIPTION

The Project is proposed on the Hi-Way Drive-In Theater site located adjacent to Santa Maria Way in the southern area of the City of Santa Maria. Figure 1 shows the location of the Project site within the City. The Project is proposing demolish the drive-in theater and construct 49 affordable single-family residential units. Figure 2 shows the Project site plan. As shown, access is proposed via a roadway connection to Santa Maria Way at the location of the existing driveway that serves the drive-in theater. The existing driveway that serves the drive-in theater contains separate inbound and outbound legs divided by a median. The Project is proposing to modify the existing driveway to a 40-foot wide public road connection with no median.

EXISTING CONDITIONS

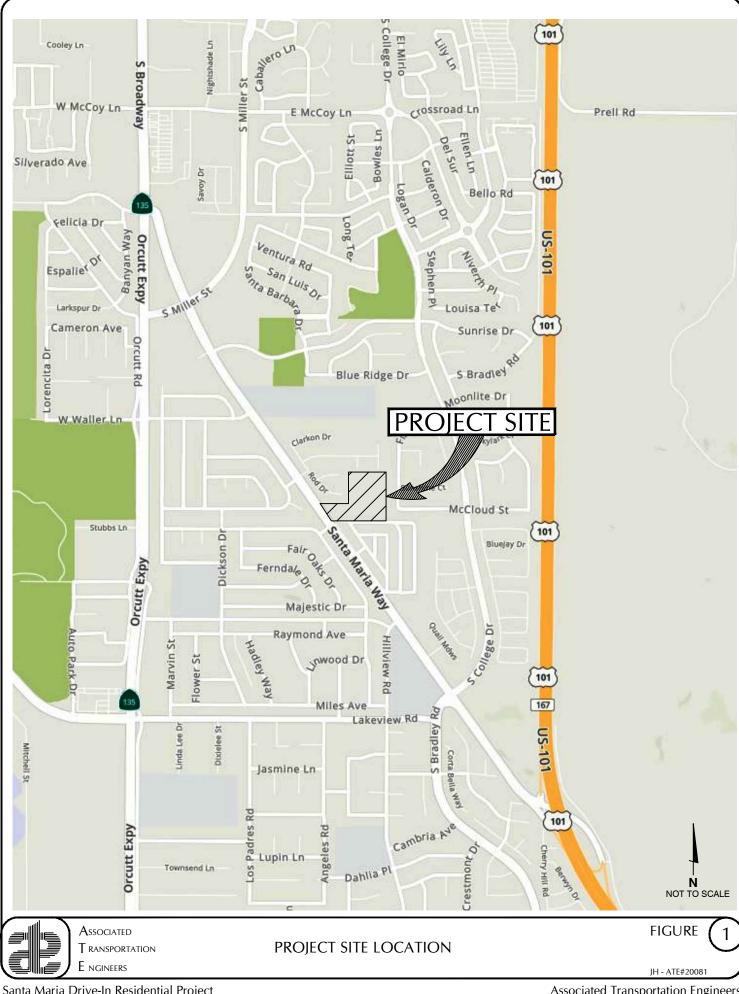
Street Network

The Project site is served by a network of highways, arterial, collector, and local streets. Figure 3 illustrates the study-area street network, including the traffic controls and lane geometries at the key study-area intersections identified for analysis. The following text provides a brief discussion of the existing street network.

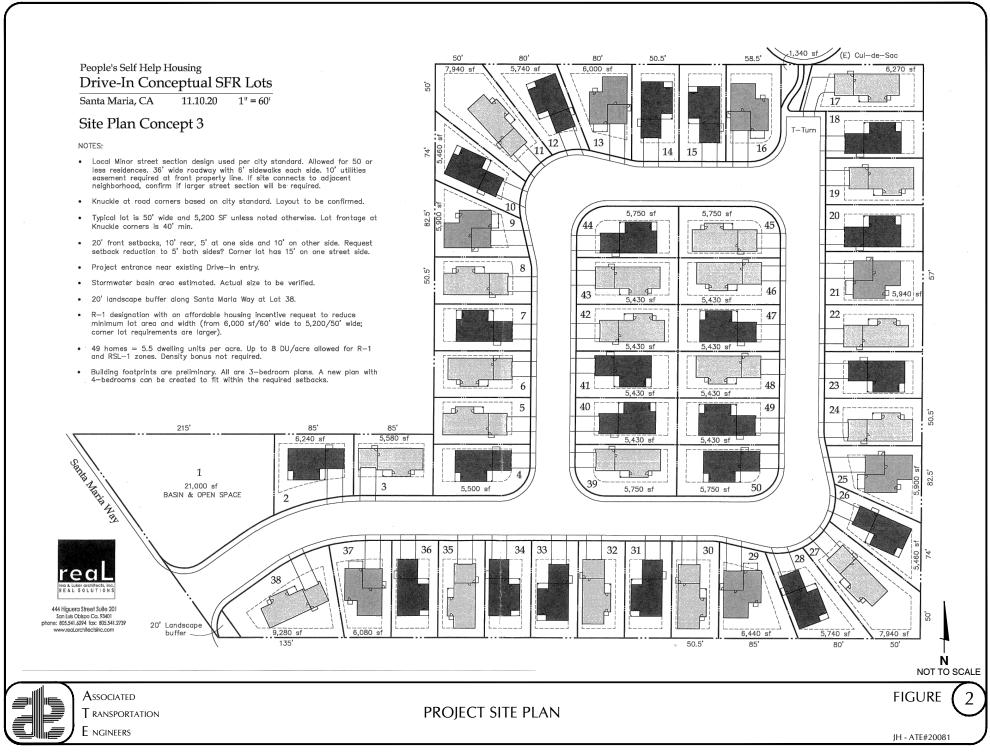
<u>US 101</u>, located east of the Project site, is a freeway that serves as the major north-south link through the Santa Maria Valley and is the principal inter-city route along the Pacific Coast. US 101 is a 6-lane freeway within the Santa Maria area, with 4 lanes provided north and south of the City.

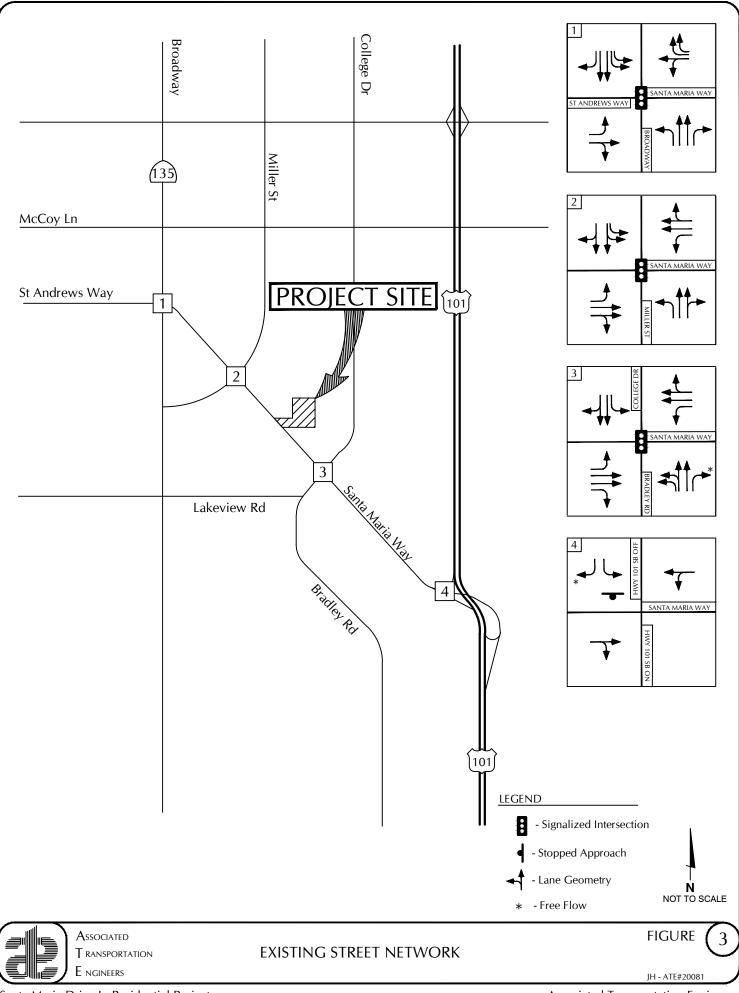
<u>State Route 135 (Broadway-Orcutt Expressway)</u>, located west of the Project site, is a classified as a Primary Arterial by the City. State Route 135 extends from US 101 at the north end of the City to its junction with State Route 1 south of the Orcutt community. State Route 135 is a 4-to 6-lane arterial road within the study area. The roadway is named "Broadway" north of Santa Maria Way and "Orcutt Expressway" south of Santa Maria Way.

<u>Santa Maria Way</u>, located along the western frontage of the Project site, is a four-lane Primary Arterial road that extends from Broadway on the north to US 101 on the south. Access to the Project site would be provided via the existing driveway that serves the Hi-Way Drive-In Theater.



Associated Transportation Engineers December 8, 2020





<u>Miller Street</u>, located north of the Project site, is classified as a Secondary Arterial road. Miller Street is a 4-lane arterial road that extends north of Santa Maria Way.

<u>College Drive-Bradley Road</u>, located east the Project site, is classified as a Secondary Arterial road. This street extends north and south of Santa Maria Way as a 4-lane arterial road. The segment north of Santa Maria Way is named College Drive and the segment south of Santa Maria Way is named Bradley Road.

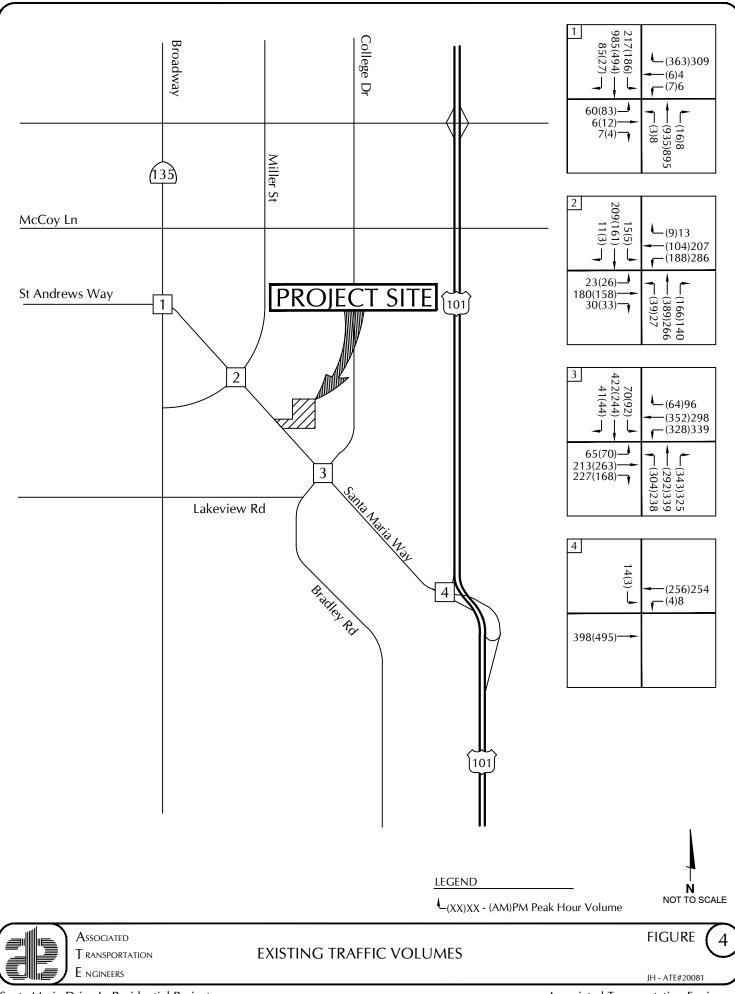
Intersection Operations

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. "Levels of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating very good operation and LOS F indicating poor operation (more complete definitions are contained in the Technical Appendix for reference). The City of Santa Maria considers LOS D as the performance standard for intersections (maintain LOS D or better).

Existing peak hour traffic volumes were obtained from traffic counts collected in September 2018 and January 2019 (see Technical Appendix for count data). Counts were conducted during the AM peak commuter period (7:00-9:00 AM) and PM peak commuter period (4:00-6:00 PM). The peak 1-hour volumes were then identified for the analysis. Figure 4 presents the existing AM and PM peak hour traffic volumes for the study-area intersections.

Levels of service were calculated for the signalized intersections using the "Intersection Capacity Utilization" (ICU) methodology, which is the level of service method adopted by the City for signalized intersections. Levels of service for stop-sign controlled intersections were calculated using the methodology outlined in the Highway Capacity Manual (HCM)¹, which is also the level of service method adopted by the City for intersections controlled by stop signs. Each movement required to stop or yield has a level of service rating and there is an overall level of service rating presented for the intersection. Pursuant to the HCM methods, levels of service were calculated and reported based on the average seconds of delay per vehicle for the stop and yield movements. Existing levels of service for the study-area intersections are listed in Table 1.

¹ <u>Highway Capacity Manual</u>, Transportation Research Board, 2016.



		AM Pea	k Hour	PM Pea	k Hour
Intersection	Control	ICU or Delay	LOS	ICU or Delay	LOS
Santa Maria Way/Broadway	Signal	0.51	LOS A	0.49	LOS A
Santa Maria Way/Miller St	Signal	0.39	LOS A	0.39	LOS A
Santa Maria Way/College Dr-Bradley Rd	Signal	0.59	LOS A	0.64	LOS B
Santa Maria Way/US 101 SB Ramps(a)	Stop Signs	12.2 Sec.	LOS B	13.5 Sec.	LOS B

Table 1 Existing Levels of Service

(a) Stop controlled intersection. LOS based on average delay per vehicle in seconds.

The data presented in Table 1 show that the study-area intersections currently operate at LOS A or LOS B during the AM and PM peak hours, which meet the City's LOS D operating standard.

CITY OF SANTA MARIA TRANSPORTATION POLICIES

The City of Santa Maria considers LOS D acceptable for roadway and intersection operations, with improvements required for LOS E and F.

PROJECT-SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates were calculated for the Project using rates presented in the Institute of Transportation Engineers (ITE) Trip Generation manual.² The ITE rates for Single Family Detached Housing (Land Use #210) were applied in the trip generation calculations. Traffic credits for the existing drive-in theatre were not calculated since the theatre is generally not open during the 7-9 AM and 4-6 PM peak commuter periods. Table 2 shows the trip generation estimates developed for the Project (a detailed calculation worksheet is contained in the Technical Appendix for reference).

		Average Daily Trips			Peak Trips		Peak r Trips
Land Use	Size	Rate	Trips	Rate	Trips	Rate	Trips
Single Family Residential	49 Units	9.44	463	0.74	36	0.99	49

Table 2 Project Trip Generation

As shown in Table 2, the Project is forecast to generate 463 average daily trips (ADT), with 36 trips occurring during the AM peak hour and 49 trips occurring during the PM peak hour.

² <u>Trip Generation Manual</u>, Institute of Transportation Engineers, 10th Edition, 2017.

Project Trip Distribution

Trip distribution percentages were developed for the Project based on data derived from the City's traffic model, existing traffic patterns in the study area, and consideration of the land uses in the surrounding area. Table 3 presents the trip distribution percentages developed for the Project. Figure 5 illustrates the trip distribution and assignment of Project traffic at the study-area intersections.

Origin/Destination	Direction	Distribution %
US 101	North	15%
US 101	South	5%
State Route 135	North	15%
State Route 135	South	4%
Miller Street	North	20%
College Drive	North	20%
Bradley Road	South	18%
McCoy Lane	West	3%
Total		100%

Table 3 Project Trip Distribution

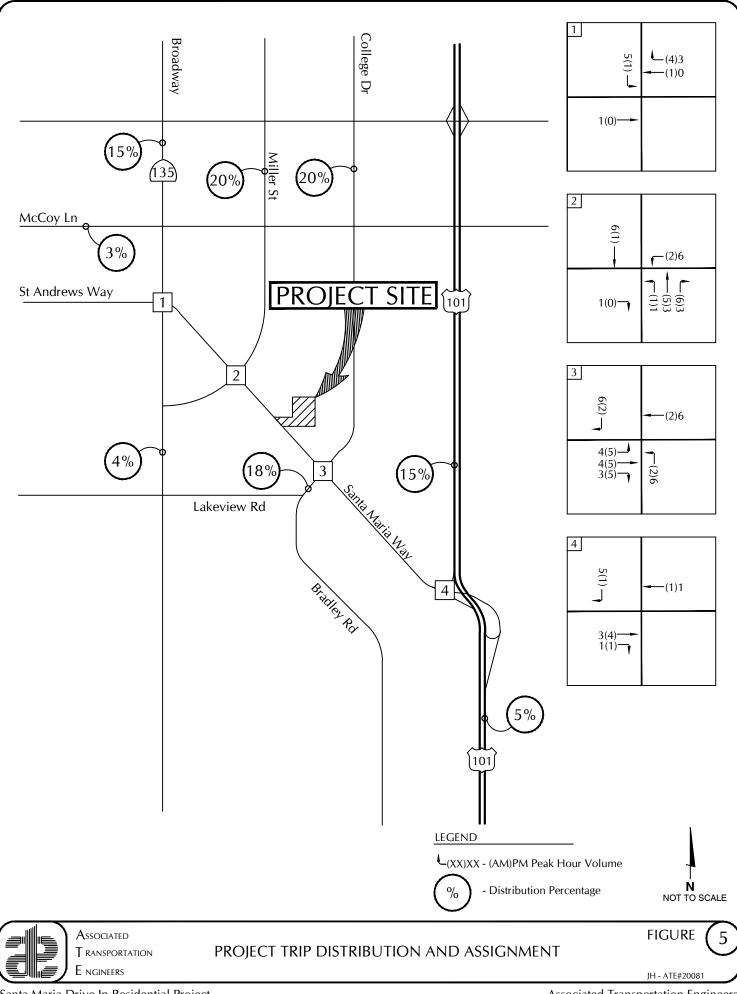
Existing + Project Intersection Operations

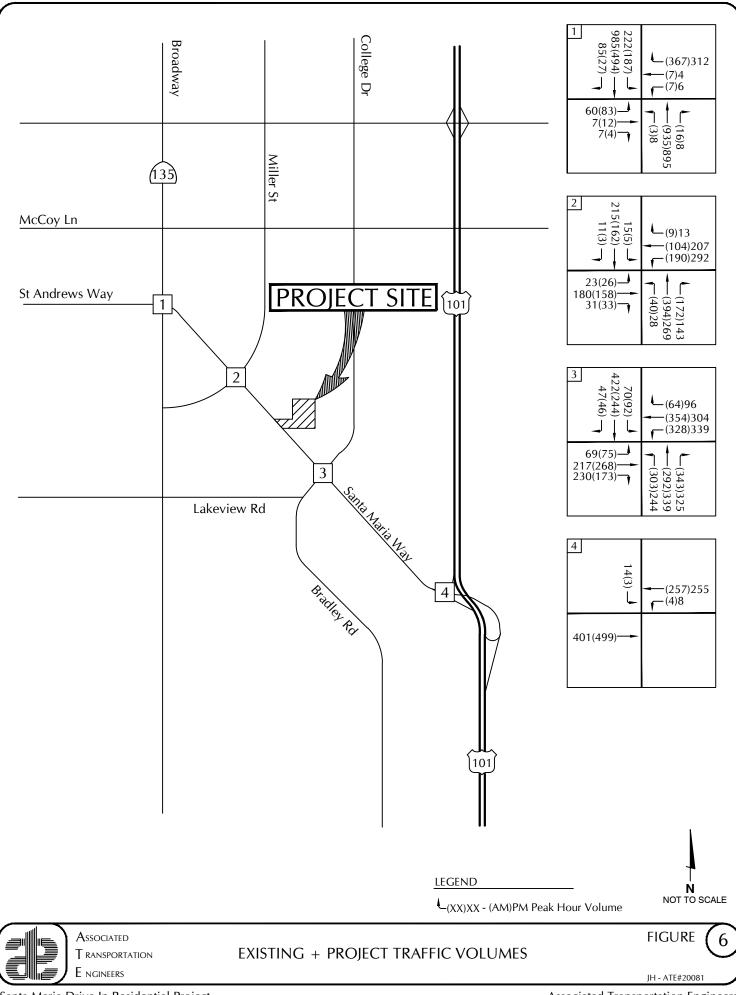
Levels of service were calculated for the study-area intersections assuming the Existing + Project traffic volumes shown on Figure 6. Tables 4 and 5 compare the Existing and Existing + Project levels of service and identify locations that are forecast to exceed the City's LOS D standard.

	ICU or Delay / LOS		Proje	ct Added
Intersection	Existing	Existing + Project	Trips	Exceed LOS D Standard?
Santa Maria Way/Broadway	0.51/LOS A	0.51/LOS A	6	No
Santa Maria Way/Miller St	0.39/LOS A	0.39/LOS A	15	No
Santa Maria Way/College Dr-Bradley Rd	0.59/LOS A	0.60/LOS A	21	No
Santa Maria Way/US 101 SB Ramps(a)	12.2 Sec./LOS B	12.2 Sec./LOS B	7	No

Table 4Existing + Project Levels of Service – AM Peak Hour

(a) Stop controlled intersection. LOS based on average delay per vehicle in seconds.





	ICU or De	ICU or Delay / LOS		
Intersection	Existing	Existing + Project	Trips	Exceed LOS D Standard?
Santa Maria Way/Broadway	0.49/LOS A	0.49/LOS A	9	No
Santa Maria Way/Miller St	0.39/LOS A	0.39/LOS A	20	No
Santa Maria Way/College Dr-Bradley Rd	0.64/LOS B	0.64/LOS B	29	No
Santa Maria Way/US 101 SB Ramps(a)	13.5 Sec./LOS B	13.6 Sec./LOS B	10	No

Table 5Existing + Project Levels of Service – PM Peak Hour

(a) Stop controlled intersection. LOS based on average delay per vehicle in seconds.

As shown in Tables 4 and 5, the study-area intersections are forecast to continue to operate at LOS A and LOS B under Existing + Project conditions, which meets the City's LOS D standard. Thus, the Project would be consistent with the City's adopted level of service standards.

CUMULATIVE ANALYSIS

Traffic Forecasts

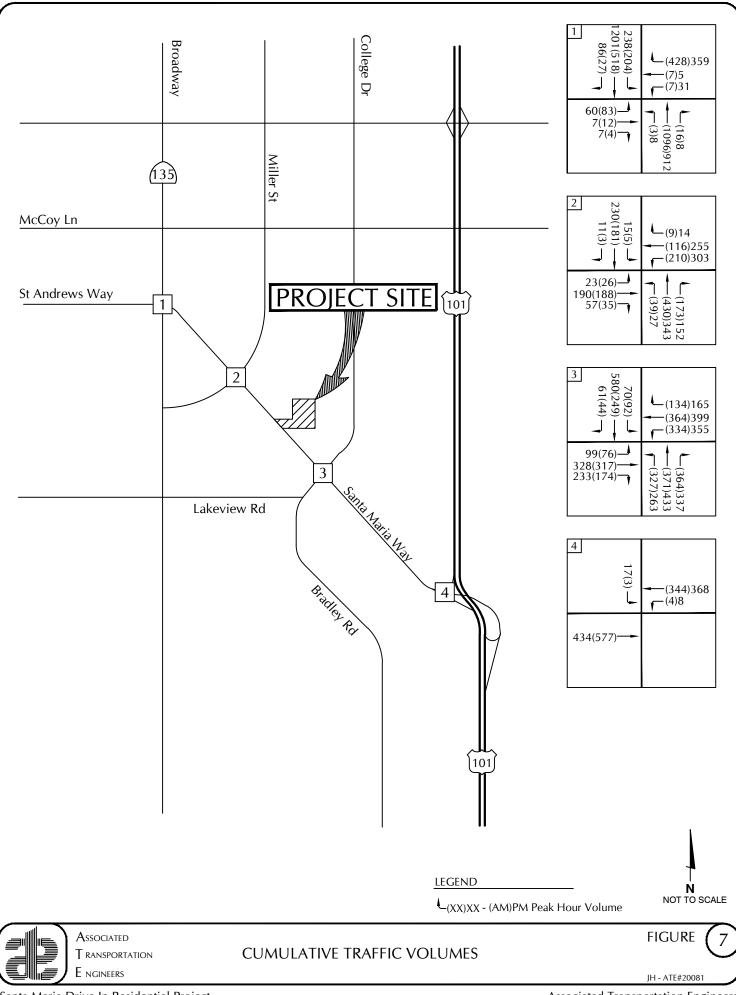
Cumulative conditions were forecast assuming traffic generated by approved and pending development projects located in the Project study-area. The land uses for the approved and pending projects were incorporated into the Santa Maria Traffic Model to forecast Cumulative conditions. Cumulative traffic forecasts are shown in Figure 7 and Cumulative + Project forecasts are shown in Figure 8.

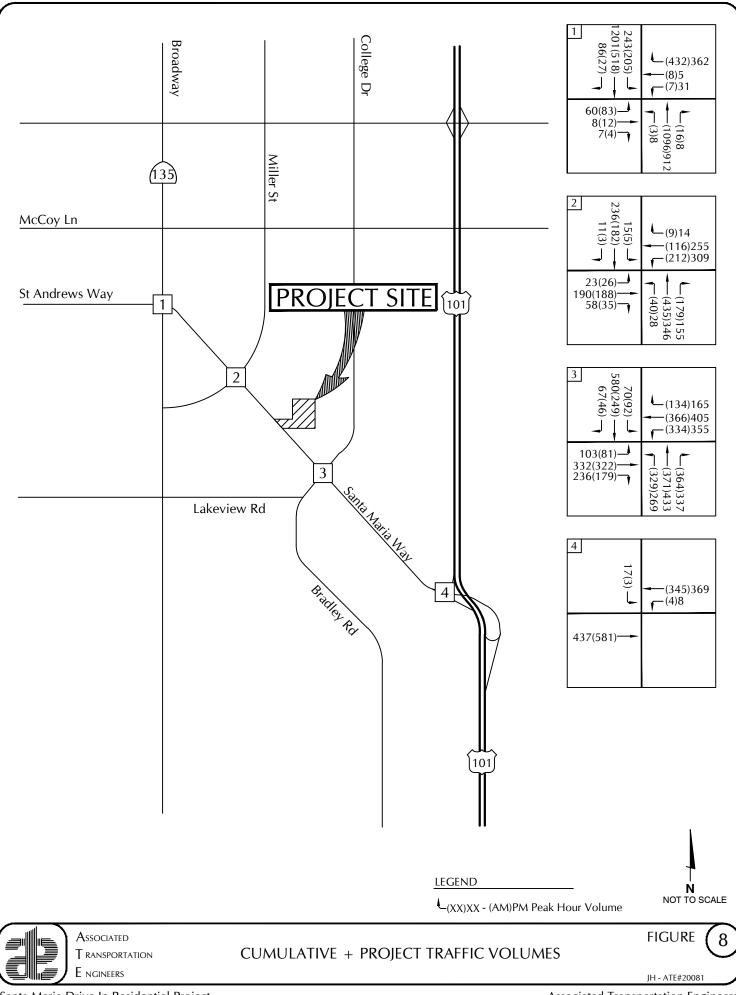
Cumulative Intersection Operations

Tables 6 and 7 compare the Cumulative and Cumulative + Project levels of service for the study-area intersections and identify locations that are forecast to exceed the City's LOS D standard.

	ICU or De	ICU or Delay / LOS		
Intersection	Cumulative	Cumulative + Project	Trips	Exceed LOS D Standard?
Santa Maria Way/Broadway	0.57/LOS A	0.57/LOS A	6	No
Santa Maria Way/Miller St	0.42/LOS A	0.42/LOS A	15	No
Santa Maria Way/College Dr-Bradley Rd	0.64/LOS B	0.64/LOS B	21	No
Santa Maria Way/US 101 SB Ramps(a)	14.3 Sec./LOS B	14.3 Sec./LOS B	7	No
(a) Stop controlled intersection. LOS based	on average delay pe	r vehicle in seconds	5.	

Table 6Cumulative + Project Levels of Service – AM Peak Hour





	ICU or De	ICU or Delay / LOS		
Intersection	Cumulative	Cumulative + Project	Trips	Exceed LOS D Standard?
Santa Maria Way/Broadway	0.54/LOS A	0.54/LOS A	9	No
Santa Maria Way/Miller St	0.44/LOS A	0.44/LOS A	20	No
Santa Maria Way/College Dr-Bradley Rd	0.76/LOS C	0.76/LOS A	29	No
Santa Maria Way/US 101 SB Ramps(a)	16.5 Sec./LOS C	16.6 Sec./LOS C	10	No

Table 7Cumulative + Project Levels of Service – PM Peak Hour

(a) Stop controlled intersection. LOS based on average delay per vehicle in seconds.

As shown in Tables 6 and 7, the study-area intersections are forecast to operate at LOS C or better during the AM and PM peak hours with Cumulative and Cumulative + Project traffic, which meets the City's LOS D standard. Thus, the Project would be consistent with the City's adopted level of service standards under cumulative conditions.

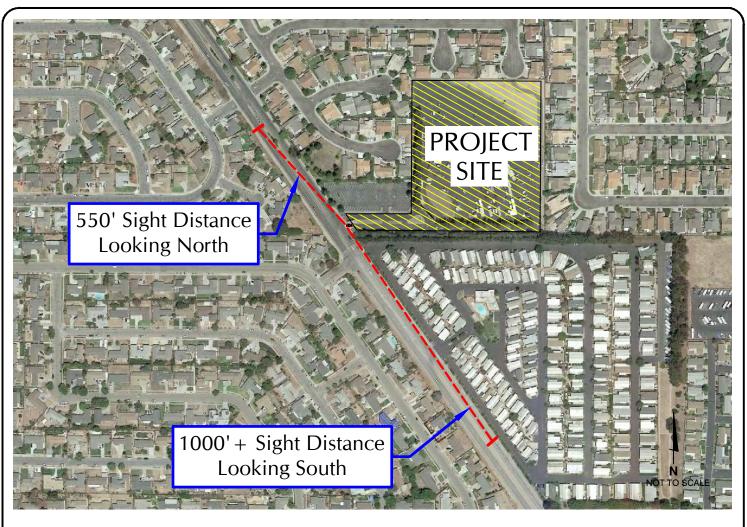
SITE ACCESS AND CIRCULATION

Access to the Project site is proposed via a roadway connection to Santa Maria Way at the location of the existing driveway that serves the existing Hi-Way Drive-In Theater (see Figure 2 – Project Site Plan). The operation of the Project's access connection is reviewed below.

<u>Access Modifications</u>. The existing driveway for the Hi-Way Drive-In Theater is about 95 feet wide and contains 2 inbound and 2 outbound lanes that are separated by a median divider. The Project is proposing a 40-foot wide roadway connection with no median divider. Santa Maria Way has been constructed to the City's 4-lane Secondary Arterial standards, which includes 2 travel lanes in each direction, a Class II bike lane in each direction (painted on-street bike lane), and a dedicated southbound left-turn lane that is approximately 240 feet long for turning into the Project site. The existing striping for the southbound left-turn lane on Santa Maria Way (turn lane striping and painted median south of the driveway) will need to be modified to accommodate the Project's proposed roadways connection.

<u>Sight Distances.</u> Sight distances were measured at the Project's proposed roadway connection to determine if the sight lines along Santa Maria Way are sufficient in length for drivers to look for gaps in the oncoming traffic streams when turning from the Project site. The Caltrans Highway Design Manual sight distance standards were used to determine minimum sight distance requirements at the proposed roadway connection.³ Santa Maria Way is posted with a speed limit of 45 MPH for vehicles approaching from the north and 50 MPH for vehicles approaching from the south. Based on Caltrans criteria, the minimum corner sight distance standard for a 45 MPH design speed is 495 feet and the standard for a 50 MPH design speed is 550 feet.

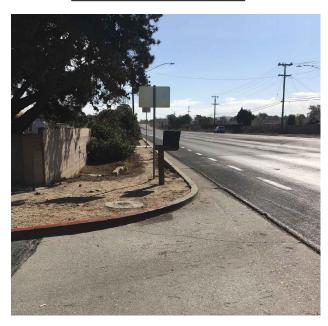
³ <u>Highway Design Manual, Chapter 400</u>, California Department of Transportation, Updated July 2020.



Looking North

Looking South







Associated T RANSPORTATION

PROJECT ROADWAY CONNECTION - SIGHT DISTANCES

FIGURE

JH - ATE#20081

9

Santa Maria Drive-In Residential Project Traffic and Circulation Study

Associated Transportation Engineers December 8, 2020 The sight distance for drivers looking to the north from the Project's roadway connection was measured at about 550 feet (see Figure 9), which exceeds the Caltrans 495-foot minimum standard for 45 MPH vehicle speeds. The sight distance for drivers looking to the south from the roadway connection is somewhat obscured by a mailbox, signs, overhanging trees and a row of oleander shrubs located along the Del Cielo Mobile Estates development south of the site (see Figure 9). Relocation of these objects and/or trimming of the trees and shrubs from within the driver's sight triangle would provide over 1,000 feet of sight distances for drivers looking south, which would exceed the Caltrans 550-foot minimum standard for 50 MPH vehicle speeds.

<u>Traffic Operations</u>. Vehicle delays, levels of service, and queue forecasts were calculated for the Project's connection to Santa Maria Way assuming Cumulative + Project traffic conditions (level of service worksheets contained in the Technical Appendix). Table 8 summarizes the delay and level of service forecasts.

	Delay / LOS			
	AM Peak		PM P	eak
Intersection	Delay	LOS	Delay	LOS
Santa Maria Way/Project Access				
Inbound Left Turn	9.2 Sec.	LOS A	8.7 Sec.	LOS A
Inbound Right Turn	0.0 Sec.	LOS A	0.0 Sec.	LOS A
Outbound Left + Right Turns	13.3 Sec.	LOS B	13.6 Sec.	LOS B
Overall Intersection	12.9 Sec.	LOS B	11.6 Sec.	LOS B

Table 8Cumulative + Project Levels of Service - Project Access

As shown in Table 8, vehicle delays for turning to and from the Project site equate to LOS A-B operations during the AM and PM peak commuter periods. For southbound vehicles turning left into the Project site from Santa Maria Way, the Project would generate 3 left turns during the AM peak period and 13 left turns during the PM peak period. As shown in Table 8, the delays for this movement equate to LOS A during the AM and PM peak periods (and would be lesser during other hours of the day). The queue model shows a queue of 1 vehicle or less for turning left from Santa Maria Way into the Project site during the AM and PM peak period. As noted, the existing southbound left-turn lane on Santa Maria Way is approximately 240 long and therefore is more than adequate to accommodate the Project's left-turn traffic without interfering with the through volumes on Santa Maria Way.

For vehicles turning left or right onto Santa Maria Way from the Project site, the Project would generate 27 outbound vehicles during the AM peak period and 18 outbound vehicles during the PM peak period. As shown in Table 8, the delays for the outbound movements equate to LOS B during the AM peak and PM peak periods (delays would be lesser during other hours of the day). The queue model shows a queue of 1 vehicle or less for the outbound movements during the AM and PM peak periods. As noted, Santa Maria Way is a 4-lane Secondary Arterial with 2 travel lanes in each direction and a median left-turn lane. The median left-turn lane would allow drivers that turn left from the Project site to use a "2-stage gap" – where the driver looks for a safe "gap" in the northbound traffic stream to cross the northbound lanes and then pause in the median left-turn lane until a gap is available to merge into the southbound traffic stream.

VEHICLE MILES TRAVELED ANALYSIS

Recent legislation, Senate Bill 743, is moving away from the Level of Service (LOS) metric to a Vehicle Miles Travelled (VMT) metric to evaluate whether a project results in a significant traffic impact. Cities and counties were required to implement Senate Bill 743 by July 1, 2020. It is anticipated that LOS will still remain as a policy consistency issue for the City, though not as an impact metric under CEQA environmental review.

Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, VMT has been designated as the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. The City has not yet adopted VMT thresholds of significance.

<u>CEQA Guidelines.</u> The California Governor's Office of Planning and Research (OPR) published a Technical Advisory on Transportation that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The Technical Advisory provides screening tools to determine when a project may have a significant VMT impact, as follows:

"Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing. Presumption of Less Than Significant Impact for Affordable Residential Development

Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. Further, "... low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available." In areas where existing jobs-housing match is closer to optimal, low income housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less than significant impact for a 100% affordable residential development (or the residential component of a mixed-use development) in infill locations. Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed-use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units."

The OPR Technical Advisory states that affordable housing generates lower VMT than market rate housing. Affordable housing units are homes that are set aside for very low income and low income households. Providing affordable housing in infill areas can shorten commutes by providing housing closer to where people work, thereby reducing the amount of travel in the area. Thus, OPR presumes that affordable housing units have a less than significant impact on VMT, absent substantial evidence to the contrary, and do not require further VMT analysis. The City may apply screening to projects containing all (100 percent) affordable housing units. If a project contains affordable housing along with other land uses, the non-affordable housing uses need to meet at least one of the other screening criteria presented in this chapter to avoid further VMT analysis.

All of the Project's residential units would be affordable. Thus, the Project would be eligible for a finding of less than significant based on the adopted State thresholds.

RECOMMENDED IMPROVEMENTS

The traffic analysis found that the study-area streets and intersection are forecast to operate at LOS A or LOS B with Existing + Project; and LOS C or better with Cumulative + Project traffic. Thus, improvements to the study-area street network are not required since the forecasts meet the City's LOS D standard. The Project would be required to contribute to the City's traffic mitigation fee program to offset its contribution to traffic within the Santa Maria region.

As identified in the Site Access and Circulation analysis, relocation of the mailbox and signs, and removal or trimming of the overhanging trees and oleander shrubs is recommended to provide adequate sight distances for drivers exiting the Project site.

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, Principal Transportation Planner Dan Dawson, Supervising Transportation Planner

References

Highway Capacity Manual, Transportation Research Board, 2016.

Highway Design Manual, Chapter 400, California Department of Transportation, Updated July 2020.

Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.

Persons Contacted

David Beas, City of Santa Maria Mark Mueller, City of Santa Maria

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

INTERSECTION TURNING MOVEMENTS COUNTS

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

- Reference 1 Santa Maria Way/Broadway Reference 2 - Santa Maria Way/Miller Street
- Reference 3 Santa Maria Way/College Drive-Bradley Road
- Reference 4 Santa Maria Way/US 101 SB Ramps
- Reference 5 Santa Maria Way/Project Access

LEVEL OF SERVICE DEFINITIONS

LEVELS OF SERVICE DISCUSSION FOR SIGNALIZED INTERSECTIONS

The capacity analyses performed by ATE included use of the Critical Movement Summations (CMS) technique. The following discussion describes the levels of service corresponding to the various traffic conditions and to specific critical lane volumes.

The ability of a highway system to carry traffic is expressed in terms of its "Service Level" at critical locations, usually intersections. Service levels are defined as follows:

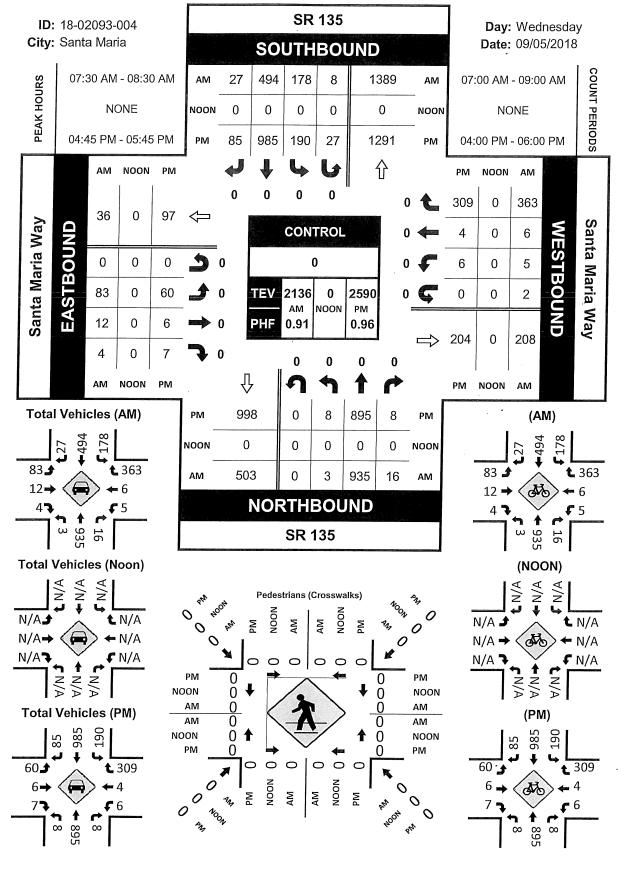
- "A" Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
- "B" Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
- "C" Conditions of stable flow, delays are low to moderate, full use of peak direction signal phase(s) is experienced.
- "D" Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
- "E" Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.

"F" Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

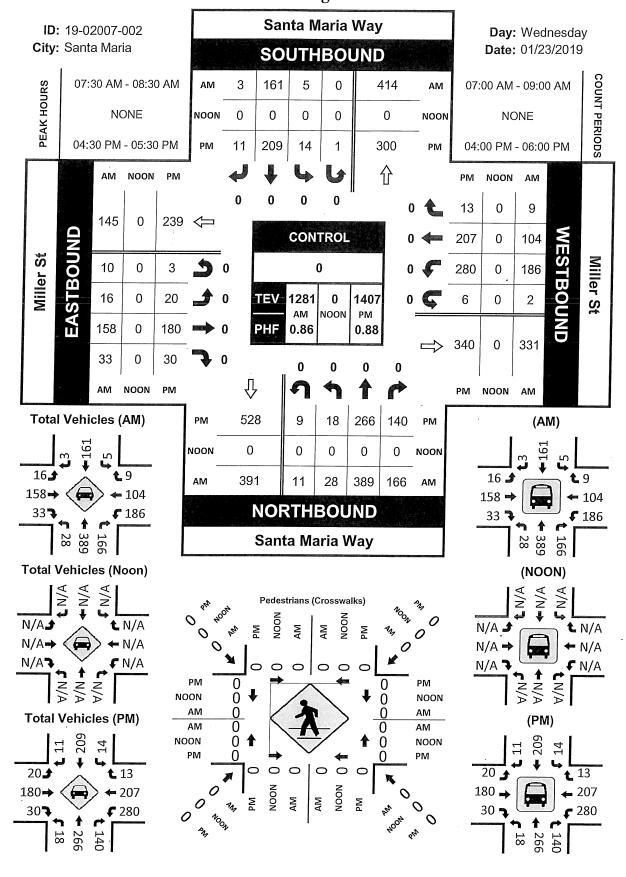
INTERSECTION TURNING MOVEMENT COUNTS

SR 135 & Santa Maria Way

Peak Hour Turning Movement Count

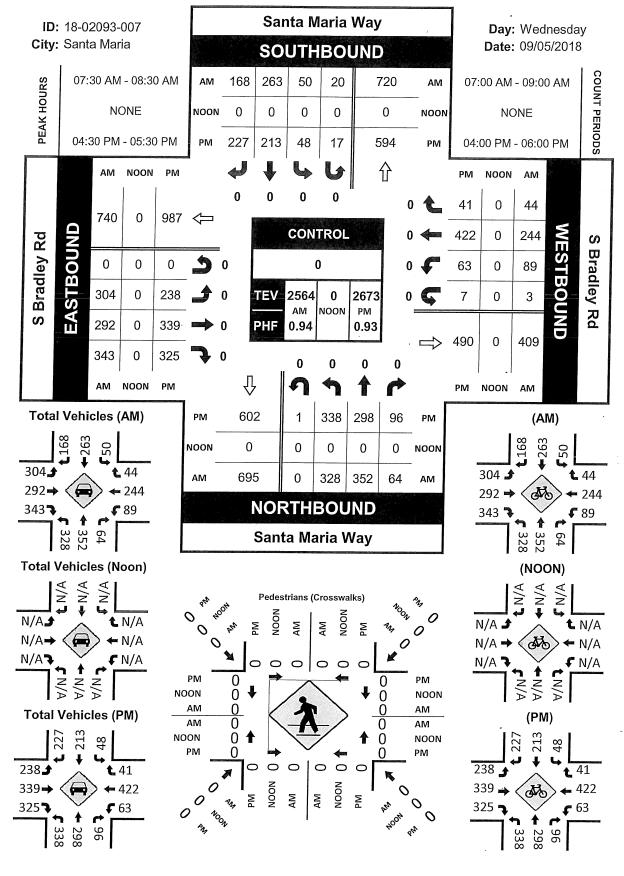


Santa Maria Way & Miller St Peak Hour Turning Movement Count



Santa Maria Way & S Bradley Rd

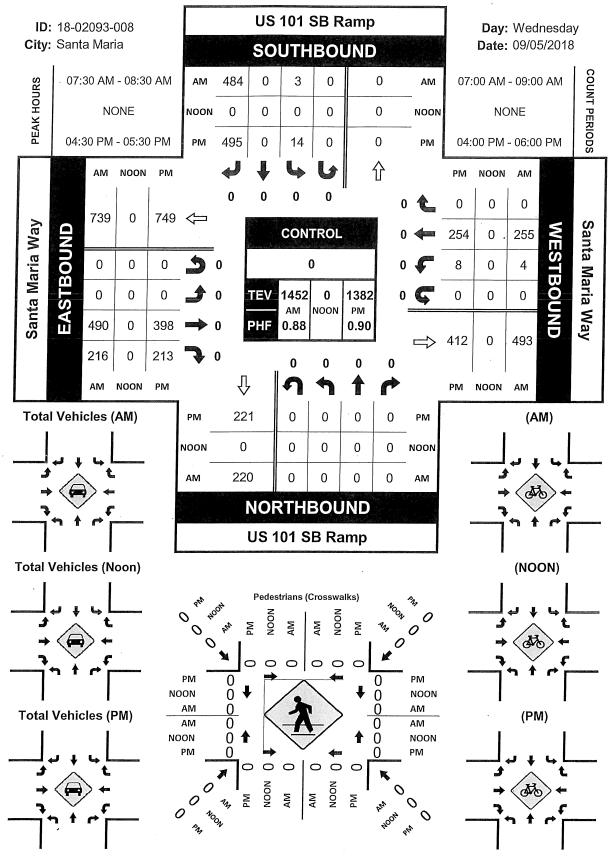
Peak Hour Turning Movement Count



8

US 101 SB Ramp & Santa Maria Way

Peak Hour Turning Movement Count



9

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1	- Santa Maria Way/Broadway
Reference 2	- Santa Maria Way/Miller St
Reference 3	- Santa Maria Way/College Dr-Bradley Rd
Reference 4	- Santa Maria Way/US 101 SB Ramps
Reference 5	- Santa Maria Way/Project Access

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					TRAF	IC SCEN	ARIO:	5						
CEINAKIU 4	= 3HUKI-I	ERM CUMULATIVE	+ prujeut			VICE CA								
								AHON	<u> </u>					4777 BEREKKANATARIA 1797 (1995
10VE- 1ents	# OF LANES	CAPACITY	1	<u>SCE</u> 2	<u>NARIO</u>	VOLUME 4	:5		1	2	SCENARIO ' 3	<u>4</u>		
IBL	1	1600	3	3	3	3			0.002	0.002	0.002	0.002		
BT	2	3200	935	935	1096	1096			0.292 *	0.292 *	0.343 *	0.343 *		
	1	1000	13	13	13	13			0.008	0.008	0.008	0.008		
IBR (a)		1600	1						0.058 *	0.058 *	0.064 *	0.064 *		
BR (a)			186	187	204	205						0.001		
BR (a) BL	2 2	3200 3200	186 494	187 494	204 518	205 518		;	0.154	0.154	0.162	0.162		
BR (a) BL BT	2	3200										0.162 0.016		
BR (a) BL 3T 3R (b)	2 2	3200 3200	494	494	518	518			0.154	0.154	0.162			
BR (a) BL 3T BR (b) BL 3T	2 2 1 1 1	3200 3200 1600 1600 1600	494 25 83 12	494 25 83 12	518 25 83 12	518 25 83 12			0.154 0.016 0.052 * 0.008	0.154 0.016	0.162 0.016	0.016		
BR (a) BL 3T BR (b) BL 3T	2 2 1	3200 3200 1600 1600	494 25 83	494 25 83	518 25 83	518 25 83			0.154 0.016 0.052 *	0.154 0.016 0.052 *	0.162 0.016 0.052 *	0.016 0.052 *		
BR (a) BL 3T 3R (b) BL 3T 3R (c)	2 2 1 1 1	3200 3200 1600 1600 1600	494 25 83 12	494 25 83 12	518 25 83 12	518 25 83 12			0.154 0.016 0.052 * 0.008	0.154 0.016 0.052 *	0.162 0.016 0.052 *	0.016 0.052 *		
BR (a) BL BT BR (b) BL BR (c) YBL YBL	2 2 1 1 0 0 1	3200 3200 1600 1600 0 0 1600 0	494 25 83 12 1 7 6	494 25 83 12 1 7 7	518 25 83 12 1 7 7	518 25 83 12 1 7 8			0.154 0.016 0.052 * 0.008 - 0.008 *	0.154 0.016 0.052 * 0.008 - - 0.009 *	0.162 0.016 0.052 * 0.008 - - 0.009 *	0.016 0.052 * 0.008 - - 0.009 *		
BR (a) BL BT BR (b) BL BT BR (c) YBL YBL YBT	2 2 1 1 0 0	3200 3200 1600 1600 0 0	494 25 83 12 1 7	494 25 83 12 1 7	518 25 83 12 1 7	518 25 83 12 1 7			0.154 0.016 0.052 * 0.008 -	0.154 0.016 0.052 * 0.008 -	0.162 0.016 0.052 * 0.008 -	0.016 0.052 * 0.008 -		
BR (a) BL BT BR (b) BL BT BR (c) /BL /BT	2 2 1 1 0 0 1	3200 3200 1600 1600 0 0 1600 0	494 25 83 12 1 7 6	494 25 83 12 1 7 7	518 25 83 12 1 7 7	518 25 83 12 1 7 8 43	T TIME:		0.154 0.016 0.052 * 0.008 - 0.008 *	0.154 0.016 0.052 * 0.008 - - 0.009 *	0.162 0.016 0.052 * 0.008 - - 0.009 *	0.016 0.052 * 0.008 - - 0.009 *		
BR (a) BL 3T (b) BL 3T 3R (c) /BL /BT	2 2 1 1 0 0 1	3200 3200 1600 1600 0 0 1600 3200	494 25 83 12 1 7 6 36	494 25 83 12 1 7 7 37 SSECTIO	518 25 83 12 1 7 7 43 N CAPAG	518 25 83 12 1 7 8 43 <i>LOS</i>	LIZATIO	DN:	0.154 0.016 0.052 * 0.008 - 0.008 * 0.011	0.154 0.016 0.052 * 0.008 - - 0.009 * 0.012	0.162 0.016 0.052 * 0.008 - - 0.009 * 0.013	0.016 0.052 * 0.008 - - 0.009 * 0.013		
BR (a) BL BT BR (b) BL BT BR (c) /BL /BT	2 2 1 1 0 0 1 2 <i>RTOR</i> :	3200 3200 1600 1600 0 0 1600 3200	494 25 83 12 1 7 6 36	494 25 83 12 1 7 7 37 SSECTIO	518 25 83 12 1 7 7 43 N CAPAG	518 25 83 12 1 7 8 43 <i>LOS</i>	LIZATIO	DN:	0.154 0.016 0.052 * 0.008 * 0.008 * 0.011 * 0.100 *	0.154 0.016 0.052 * 0.008 - 0.009 * 0.012 0.100 * 0.511	0.162 0.016 0.052 * 0.008 - 0.009 * 0.013 0.100 * 0.568	0.016 0.052 * 0.008 - 0.009 * 0.013 0.100 * 0.568		

#20081 SAN	ITA MARIA	DRIVE-IN RESIDENT	IAL PROJ	IECT									REF:	01 PM
		CITY UTILIZATION W	ORKSHEE	ΞT										
		9/10/2018												
TIME PERIOI		PM PEAK HOUR												
N/S STREET:		SOUTH BROADWAY												
E/W STREET:		SANTA MARIA WAY												
CONTROL T	YPE:	SIGNAL				a ayahan waxaa aya da		an sa an						
VOLUMES		NORTH E L T	BOUND R	SOU L	TH BO T	und R	EAST L	f BOU T	ND R	L WE	st boune t) R		
(A) EXIST	ING:	8 89	5 8	217	985	85	60	6	7	6	4	309		
	ECT-ADDED:	0 0		1	0	0	0	0	0	0	1	4		
(C) CUM	ULATIVE:	8 91	2 8	238	1201	86	60	7	7	31	5	359		
								and the adverture of						alenter og satisfier af seren og
					G	EOMETI	RICS							
	FTDICC	NORTH E			TH BOU						5T BOUND)		
lane geom	EIKICS	L TT	Л		L TT			L TR	na manana mangapang manjang kabula kabu	L I	RR			
	<u></u>				TRAFF	IC SCE	NARIOS							
		g volumes (a)												
		G + PROJECT VOLUM												
		ERM CUMULATIVE (C												
SCENARIO 4	= SHORT-	ERM CUMULATIVE +	PROJECT	VOLUI	MES (B -	+ C)								
				LEVEL	OF SER	VICE C	ALCULA	TION	S					
MOVE-	# OF		1			VOLUM	ES		1		SCENARIO			
MENTS	LANES	CAPACITY	1	2	3	4			1	2	3	4	1	T
NBL	1	1600	8	8	8	8			0.005	0.005	0.005 *	0.005 *		
NBT	2	3200	895	895	912	912			0.280 *	0.280 *	0.285	0.285		
NBR (a)	1	1600	5	5	5	5			0.003	0.003	0.003	0.003		
וסי		2200	217	210	220	220				0.000 *	0.074	0.075		
SBL SBT	2 2	3200 3200	217 985	218 985	238 1201	239 1201			0.068 *	0.068 *	0.074	0.075		
BR (b)	1	1600	73	985 73	74	74			0.308 0.046	0.308	0.375 *	0.375 *		
		1000	/3	75	74	74			0.046	0.040	0.040	0.040		
BL	1	1600	60	60	60	60			0.038 *	0.038 *	0.038 *	0.038 *		
EBT	1	1600	6	6	7	7			0.005	0.005	0.006	0.006		
DD (-)	0	0	2	2	2	2			-	-	-	-		
BR (c)														
			6	6	31	31			-	-	-	-		
VBL	0	0			_	6			0.006 * 0.013	0.007 * 0.013	0.023 * 0.015	0.023 *		
WBL WBT	1	1600	4	5 41	5	17					1 0.015	0.015		
WBL WBT				5 41	47	47			0.015	0.015				
VBL VBT	1	1600	4				T TIME:		0.100 *	0.100 *	0.100 *	0.100 *		
WBL WBT	1	1600 3200	4 40	41	47	LOS		N	0.100 *	0.100 *	0.100 *			
WBL WBT	1	1600 3200	4 40 DTAL INTER	41	47 N CAPA	LOS	LIZATIO	N:	0.100 * 0.492	0.100 * 0.493	0.100 * 0.541	0.541		
WBL WBT WBR (d)	1	1600 3200	4 40 DTAL INTER	41	47 N CAPA	LOS	LIZATIO	N:	0.100 *	0.100 *	0.100 *			
WBL WBT	1 2	1600 3200	4 40 DTAL INTER	41	47 N CAPA	LOS	LIZATIO	N:	0.100 * 0.492	0.100 * 0.493	0.100 * 0.541	0.541		
VBL VBT VBR (d)	1 2 <i>RTOR</i> :	1600 3200 T(4 40 DTAL INTER	41	47 N CAPA	LOS	LIZATIO	N:	0.100 * 0.492	0.100 * 0.493	0.100 * 0.541	0.541		
VBL VBT VBR (d)	1 2 RTOR:	1600 3200 (a) 38% (b) 14% (c) 71%	4 40 DTAL INTER	41	47 N CAPA	LOS	LIZATIO	N:	0.100 * 0.492	0.100 * 0.493	0.100 * 0.541	0.541		
VBL VBT VBR (d)	1 2 RTOR:	1600 3200 T((a) 38% (b) 14%	4 40 DTAL INTER	41	47 N CAPA	LOS	LIZATIO	N:	0.100 * 0.492	0.100 * 0.493	0.100 * 0.541	0.541		

TIME PERIOD N/S STREET: E/W STREET: CONTROL TY		01/23/19 AM PEAK HOUR SANTA MARIA WA MILLER STREET (SPI SIGNAL))		-							(Francisco)
		NOPTU	POUND									<u></u>	
VOLUMES		L T	bound R	L	TH BOI T	R	EAS L	t boun t	R	L	ST BOUNE T	R	
	NG: CT-ADDED: JLATIVE:	39 38 1 5 39 43	56	5 0 5	161 1 181	3 0 3	26 0 26	158 0 188	33 0 35	188 2 210	104 0 116	9 0 9	
	ang mang sa				GI	EOMETI	RICS		n yeer op objact to get a skelet for door 2000	an tu dag mencantakan takan peranganga			
lane geome	TRICS		NORTH BOUND SOUTH BOUND EAST BO L T TR L T TR L T								st bound t tr)	
				aratusi sajan dada hisiyyang	TRAFF	IC SCE	NARIO					an an tha dependent an dir an	
MOVE-	# OF		ระสารสาราชาติสาราชาติสาราชาติสาราชาติสารา สาราชาติสาราชาติสาราชาติสาราชาติสาราชาติสาราชาติสาราชาติสาราชาติสาราช สาราชาติสาราชาติสาราชาติสาราชาติสาราชาติสาราช			VICE C. VOLUMI		ATIONS	5	allen belegelik en alle men al kommen	Scenario	V/C RATIOS	
	LANES	CAPACITY	1	2	3	4	~		1	2	3	4	 <u> </u>
MENTS													
NBL NBT	1 2 0	1600 3200 0	39 389 138	40 394 143	39 430 144	40 435 149			0.024 0.165 * -	0.025 0.168 * -	0.024 0.179 * -	0.025 0.183 * -	
NBL NBT NBR (a) SBL SBT	2 0 1 2	3200 0 1600 3200	389 138 5 161	394 143 5 162	430 144 5 181	435 149 5 182			0.165 * - 0.003 * 0.051	0.168 * - 0.003 * 0.051	0.179 * - 0.003 * 0.057	0.183 * - 0.003 * 0.058	
NBL NBT NBR (a) SBL SBT SBR (b) EBL	2 0 1	3200 0 1600	389 138 5	394 143 5	430 144 5	435 149 5			0.165 * - 0.003 *	0.168 * - 0.003 *	0.179 * - 0.003 *	0.183 * - 0.003 *	
NBL NBT NBR (a) SBL SBT SBR (b) EBL EBT	2 0 1 2 0 1	3200 0 1600 3200 0 1600	389 138 5 161 2 26	394 143 5 162 2 26	430 144 5 181 2 26	435 149 5 182 2 26			0.165 * - 0.003 * 0.051 - 0.016	0.168 * - 0.003 * 0.051 - 0.016	0.179 * - 0.003 * 0.057 - 0.016	0.183 * - 0.003 * 0.058 - 0.016	
SBL SBT SBR <i>(b)</i> EBL EBT	2 0 1 2 0 1 2	3200 0 1600 3200 0 1600 3200	389 138 5 161 2 26 158	394 143 5 162 2 26 158	430 144 5 181 2 26 188	435 149 5 182 2 26 188			0.165 * - 0.003 * 0.051 - 0.016 0.055 *	0.168 * - 0.003 * 0.051 - 0.016	0.179 * - 0.003 * 0.057 - 0.016	0.183 * - 0.003 * 0.058 - 0.016 0.065 *	
NBL NBR (a) SBL SBT SBR (b) EBL EBT EBR (c) WBL WBL	2 0 1 2 0 1 2 0 0 0 3	3200 0 1600 3200 0 1600 3200 0 0 4800	389 138 5 161 2 26 158 19 188 104	394 143 5 162 2 26 158 19 190 104	430 144 5 181 2 26 188 20 210 116	435 149 5 182 2 26 188 20 212 116 4	ST TIME:		0.165 * - 0.003 * 0.051 * 0.016 * - - 0.055 *	0.168 * - 0.003 * 0.051 - 0.016 0.055 * - -	0.179 * - 0.003 * 0.057 - 0.016 0.065 * - - 0.069 *	0.183 * - 0.003 * 0.058 - 0.016 0.065 * - - 0.069 *	
NBL NBT SBL SBT SBR (b) EBL EBT EBR (c) WBL WBL	2 0 1 2 0 1 2 0 0 0 3	3200 0 1600 3200 0 1600 3200 0 0 4800 0	389 138 5 161 2 26 158 19 188 104 4	394 143 5 162 2 26 158 19 190 104 4	430 144 5 181 2 26 188 20 210 116 4	435 149 5 182 2 26 188 20 212 116 4 <i>LOS</i>	ILIZATIO	DN:	0.165 * - 0.003 * 0.051 - 0.016 - 0.055 * - 0.062 * -	0.168 * - 0.003 * 0.051 - 0.016 0.055 * - - 0.062 * -	0.179 * - 0.003 * 0.057 - 0.016 0.065 * - - 0.069 * -	0.183 * - 0.003 * 0.058 - 0.016 0.065 * - - 0.069 * -	

			N WOR	<shee< th=""><th>Т</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></shee<>	Т										
COUNT DAT		01/23/19													
TIME PERIOE):	PM PEAK HOUI													
N/S STREET:		SANTA MARIA			`										
e/W street: Control t	/DE.	MILLER STREET SIGNAL	(SPLIT PI	HASED)										
	I F E :	SIGNAL									n falaansa maring na maring fi fala	ad madera a fait en vers sa al a		in the second	
							OLUM			10		TROUND			
VOLUMES		NOK L	rth Bol T	R	L	TH BOI T	JND R	EAS L	T BOUN T	R	L	st bound T	R		
(A) EXIST		27	266	140 6	15 0	209 1	11 0	23 0	180 0	30 0	286 2	207 0	13 0		
-	CT-ADDED: JLATIVE:	1 27	5 343	6 152	0 15	230	11	23	0 190	0 57	2 303	255	0 14		
	LATIVE.	27	545	152	15	230		25	150	57	305	235	14		
						GI	OMETI	RICS							
		NOR	RTH BOU	ND	sou	TH BOU	JND	EAS	T BOUN	1D	WES	st bound)		
lane geome	TRICS		L T TR			T TR			_ T TI			T TR			
			ani (referinsion) and a s		and constant of the set of	TDAFT			re en la companya de			ng Kalaganan antara kara (11 adjing)			
						IKAFF	IC SCE	NAKIU	3						
		g volumes (A)													
SCENARIO 2	= existing	G + PROJECT VO	LUMES(A	Α+B)											
Scenario 3	= SHORT-1	ERM CUMULATI	IVE (C)												
Scenario 4	= SHORT-1	ERM CUMULATI	IVE + PR	OJECT	VOLUN	AES (B +	- C)								
Madeshir Skiel (1990) alle Share a same						altered strength to be	en bergenden in det werde in de	iya ya waxaya xa waxaa	and the second second second			ni, oriella ingla service service			
					LEVEL	OF SER	VICE C	ALCUL	ATIONS	5					
MOVE-	# OF						VICE C		ATIONS	5		Scenario	V/C RATIOS	5	
MOVE- Ments	# OF LANES	CAPACITY		1					ATIONS	51	2	<u>SCENARIO</u>	V/C RATIOS	<u>.</u>	
		CAPACITY 1600			<u>SCE</u>	NARIO	VOLUM		ATIONS		2 0.018				
MENTS	LANES			1	<u>SCE</u> 2	NARIO 3	VOLUM 4		ATIONS	1	1	3	4		
MENTS	LANES 1	1600		1 27	<u>SCE</u> 2 28	NARIO 3 27	VOLUM 4 28		ATIONS	1 0.017	0.018	3 0.017	4 0.018	2	
MENTS NBL NBT NBR (a)	LANES 1 2 0	1600 3200 0		1 27 266 90	<u>SCE</u> 2 28 271 93	NARIO 3 27 343 97	VOLUM 4 28 348 101		ATIONS	1 0.017 0.111 * -	0.018 0.114 * -	3 0.017 0.138 * -	4 0.018 0.140 * -		
MENTS NBL NBT NBR (a) IBL	LANES 1 2 0	1600 3200 0 1600		1 27 266 90 15	<u>SCE</u> 28 271 93 15	NARIO 3 27 343 97 15	VOLUM 4 28 348 101 15			1 0.017 0.111 * - 0.009 *	0.018 0.114 * - 0.009 *	3 0.017 0.138 * - 0.009 *	4 0.018 0.140 * - 0.009 *		
MENTS NBL NBT NBR (a) IBL IBT	LANES 1 2 0 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1600 3200 0 1600 3200		1 27 266 90 15 209	<u>SCE</u> 28 271 93 15 210	NARIO 3 27 343 97 15 230	VOLUM 4 28 348 101 15 231			1 0.017 0.111 * - 0.009 * 0.067	0.018 0.114 * -	3 0.017 0.138 * -	4 0.018 0.140 * -	2	
MENTS NBL NBT NBR (a) IBL	LANES 1 2 0	1600 3200 0 1600		1 27 266 90 15	<u>SCE</u> 28 271 93 15	NARIO 3 27 343 97 15	VOLUM 4 28 348 101 15			1 0.017 0.111 * - 0.009 *	0.018 0.114 * - 0.009 * 0.067	3 0.017 0.138 * - 0.009 * 0.073	4 0.018 0.140 * - 0.009 * 0.073		
MENTS NBL NBT NBR (a) IBL IBT	LANES 1 2 0 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1600 3200 0 1600 3200		1 27 266 90 15 209	<u>SCE</u> 28 271 93 15 210	NARIO 3 27 343 97 15 230	VOLUM 4 28 348 101 15 231			1 0.017 0.111 * - 0.009 * 0.067	0.018 0.114 * - 0.009 * 0.067	3 0.017 0.138 * - 0.009 * 0.073	4 0.018 0.140 * - 0.009 * 0.073		
MENTS NBL NBT NBR (a) BL BT BR (b)	LANES 1 2 0 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1600 3200 0 1600 3200 0		1 266 90 15 209 4	<u>SCE</u> 28 271 93 15 210 4	NARIO 3 27 343 97 15 230 4	VOLUM 4 28 348 101 15 231 4			1 0.017 0.111 * - 0.009 * 0.067 -	0.018 0.114 * - 0.009 * 0.067 -	3 · · · 0.017 0.138 * - 0.009 * 0.073 - 0.073 -	4 0.018 0.140 * - 0.009 * 0.073 -		
MENTS NBL NBT (a) BL BT BR (b) BL	LANES 1 2 0 1 2 0 1 2 0 1 1 2 0 1 1 1 1 1 1 1	1600 3200 0 1600 3200 0 1600		1 27 266 90 15 209 4 23	<u>SCE</u> 28 271 93 15 210 4 23	NARIO 3 27 343 97 15 230 4 23	VOLUM 4 28 348 101 15 231 4 23			1 0.017 0.111 * - 0.009 * 0.067 - 0.014	0.018 0.114 * - 0.009 * 0.067 - 0.014	3 0.017 0.138 * - 0.009 * 0.073 - 0.014	4 0.018 0.140 * - 0.009 * 0.073 - 0.014		
MENTS NBL NBT (a) BL BT BR (b) BL BT BT BR (c)	LANES 1 1 2 0 1 2 0 1 2 0 1 2 0 1 2 0 1 2 0 1 0 1	1600 3200 0 1600 3200 0 1600 3200 0		1 27 266 90 15 209 4 23 180 19	<u>SCE</u> 28 271 93 15 210 4 23 180 19	NARIO 3 27 343 97 15 230 4 23 4 23 190 36	VOLUM 4 28 348 101 15 231 4 23 190 36			1 0.017 0.111 * - 0.009 * 0.067 - 0.014 0.062 *	0.018 0.114 * - 0.009 * 0.067 - 0.014	3 0.017 0.138 * - 0.009 * 0.073 - 0.014	4 0.018 0.140 * - 0.009 * 0.073 - 0.014		
MENTS NBL NBT NBR (a) BL BT BR (b) BL BT BR (c) VBL	LANES 1 1 2 0 1 1 2 0 1 1 2 0 1 1 2 0 1 0 0 0 0	1600 3200 0 1600 3200 0 1600 3200 0 0		1 27 266 90 15 209 4 23 180 19 286	<u>SCE</u> 28 271 93 15 210 4 23 180 19 288	NARIO 3 27 343 97 15 230 4 23 190 36 303	VOLUM 4 28 348 101 15 231 4 23 190 36 305			1 0.017 0.111 * - 0.009 * 0.067 - 0.014 0.062 * -	0.018 0.114 * - 0.009 * 0.067 - 0.014 0.062 * -	3 0.017 0.138 * - 0.009 * 0.073 - 0.014 0.071 * -	4 0.018 0.140 * - 0.009 * 0.073 - 0.014 0.071 * - -		
MENTS NBL NBT (a) BL BT BR (b) BL BT BR (c) VBL VBL	LANES 1 1 2 0 1 2 0 1 2 0 1 2 0 1 0 0 3	1600 3200 0 1600 3200 0 1600 3200 0 0 4800		1 27 266 90 15 209 4 23 180 19 286 207	<u>SCE</u> 28 271 93 15 210 4 23 180 19 288 207	NARIO 3 27 343 97 15 230 4 23 190 36 303 255	VOLUM 4 28 348 101 15 231 4 23 190 36 305 255			1 0.017 0.111 * - 0.009 * 0.067 - 0.014 0.062 * - - 0.104 *	0.018 0.114 * - 0.009 * 0.067 - 0.014 0.062 * - 0.105 *	3 · · · · · · · · · · · · · · · · · · ·	4 0.018 0.140 * - 0.009 * 0.073 - 0.014		
MENTS NBL NBT NBR (a) BL BT BR (b) BL BT BR (c) VBL	LANES 1 1 2 0 1 1 2 0 1 1 2 0 1 1 2 0 1 0 0 0 0	1600 3200 0 1600 3200 0 1600 3200 0 0		1 27 266 90 15 209 4 23 180 19 286	<u>SCE</u> 28 271 93 15 210 4 23 180 19 288	NARIO 3 27 343 97 15 230 4 23 190 36 303	VOLUM 4 28 348 101 15 231 4 23 190 36 305			1 0.017 0.111 * - 0.009 * 0.067 - 0.014 0.062 * -	0.018 0.114 * - 0.009 * 0.067 - 0.014 0.062 * -	3 0.017 0.138 * - 0.009 * 0.073 - 0.014 0.071 * -	4 0.018 0.140 * - 0.009 * 0.073 - 0.014 0.071 * - -		
MENTS NBL NBT (a) BL BT BR (b) BL BT BR (c) VBL VBL	LANES 1 1 2 0 1 2 0 1 2 0 1 2 0 1 0 0 3	1600 3200 0 1600 3200 0 1600 3200 0 0 4800		1 27 266 90 15 209 4 23 180 19 286 207	<u>SCE</u> 28 271 93 15 210 4 23 180 19 288 207	NARIO 3 27 343 97 15 230 4 23 190 36 303 255	VOLUM 4 28 348 101 15 231 4 23 190 36 305 255 9			1 0.017 0.111 * - 0.009 * 0.067 - 0.014 0.062 * - - 0.104 *	0.018 0.114 * - 0.009 * 0.067 - 0.014 0.062 * - 0.105 *	3 0.017 0.138 * - 0.009 * 0.073 - 0.014 0.071 * -	4 0.018 0.140 * - 0.009 * 0.073 - 0.014 0.071 * - -		
MENTS NBL NBT (a) BL BT BR (b) BL BT BR (c) VBL VBL	LANES 1 1 2 0 1 2 0 1 2 0 1 2 0 1 0 0 3	1600 3200 0 1600 3200 0 1600 3200 0 0 4800		1 27 266 90 15 209 4 23 180 19 286 207	<u>SCE</u> 28 271 93 15 210 4 23 180 19 288 207	NARIO 3 27 343 97 15 230 4 23 190 36 303 255	VOLUM 4 28 348 101 15 231 4 23 190 36 305 255 9	<u>ES</u>		1 0.017 0.111 * - 0.009 * 0.067 - 0.014 0.062 * - - 0.104 * -	0.018 0.114 * - 0.009 * 0.067 - 0.014 0.062 * - 0.105 * -	3 0.017 0.138 * - 0.009 * 0.073 - 0.014 0.071 * - 0.118 * -	4 0.018 0.140 * - 0.009 * 0.073 - 0.014 0.071 * - 0.119 * -		
MENTS NBL NBT (a) BL BT BR (b) BL BT BR (c) VBL VBL	LANES 1 1 2 0 1 2 0 1 2 0 1 2 0 1 0 0 3	1600 3200 0 1600 3200 0 1600 3200 0 0 4800		1 27 266 90 15 209 4 23 180 19 286 207 8	SCE 2 28 271 93 15 210 4 23 180 19 288 207 8	NARIO 3 27 343 97 15 230 4 23 190 36 303 255 9	VOLUM 4 28 348 101 15 231 4 23 190 36 305 255 9 LOS	ES TT TIME:		1 0.017 0.111 - 0.009 0.067 - 0.014 0.062 - 0.104 - 0.104 - 0.104	0.018 0.114 * - 0.009 * 0.067 - 0.014 0.062 * - 0.105 * - 0.100 *	3 0.017 0.138 * - 0.009 * 0.073 - 0.014 0.071 * - 0.118 * - 0.100 *	4 0.018 0.140 * - 0.009 * 0.073 - 0.014 0.071 * - 0.119 * -		
MENTS NBL NBT (a) BL BT BR (b) BL BT BR (c) VBL VBL	LANES 1 1 2 0 1 2 0 1 2 0 1 2 0 1 0 0 3	1600 3200 0 1600 3200 0 1600 3200 0 0 4800		1 27 266 90 15 209 4 23 180 19 286 207 8 207 8	SCCE 2 28 271 93 15 210 4 23 180 19 288 207 8 SECTIO	NARIO 3 27 343 97 15 230 4 23 190 36 303 255 9 N CAPAO	VOLUM 4 28 348 101 15 231 4 23 190 36 305 255 9	ES TT TIME:		1 0.017 0.111 * - 0.009 * 0.067 - 0.014 0.062 * - - 0.104 * -	0.018 0.114 * - 0.009 * 0.067 - 0.014 0.062 * - 0.105 * -	3 0.017 0.138 * - 0.009 * 0.073 - 0.014 0.071 * - 0.118 * -	4 0.018 0.140 * - 0.009 * 0.073 - 0.014 0.071 * - 0.119 * - 0.100 *		
MENTS NBL NBT (a) BL BT BR (b) BL BT BR (c) VBL VBL VBT VBR (d)	LANES 1 1 2 0 1 2 0 1 2 0 1 2 0 1 0 0 3	1600 3200 0 1600 3200 0 1600 3200 0 0 4800		1 27 266 90 15 209 4 23 180 19 286 207 8 207 8	SCCE 2 28 271 93 15 210 4 23 180 19 288 207 8 SECTIO	NARIO 3 27 343 97 15 230 4 23 190 36 303 255 9 N CAPAO	VOLUM 4 28 348 101 15 231 4 23 190 36 305 255 9 LOS CITY UT	ES TT TIME:		1 0.017 0.111 * - 0.009 * 0.067 - 0.014 0.062 * - 0.104 * - 0.100 *	0.018 0.114 * - 0.009 * 0.067 - 0.014 0.062 * - 0.105 * - 0.100 * 0.390	3 0.017 0.138 * - 0.009 * 0.073 - 0.014 0.071 * - 0.118 * - 0.100 * 0.436	4 0.018 0.140 * - 0.009 * 0.073 - 0.014 0.071 * - 0.119 * - 0.100 *		
MENTS NBL NBT (a) BL BT BR (b) BL BT BR (c) VBL VBL	LANES 1 1 2 0 1 1 2 0 1 1 2 0 0 3 0 3 0	1600 3200 0 1600 3200 0 1600 3200 0 0 4800 0		1 27 266 90 15 209 4 23 180 19 286 207 8 207 8	SCCE 2 28 271 93 15 210 4 23 180 19 288 207 8 SECTIO	NARIO 3 27 343 97 15 230 4 23 190 36 303 255 9 N CAPAO	VOLUM 4 28 348 101 15 231 4 23 190 36 305 255 9 LOS CITY UT	ES TT TIME:		1 0.017 0.111 * - 0.009 * 0.067 - 0.014 0.062 * - 0.104 * - 0.100 *	0.018 0.114 * - 0.009 * 0.067 - 0.014 0.062 * - 0.105 * - 0.100 * 0.390	3 0.017 0.138 * - 0.009 * 0.073 - 0.014 0.071 * - 0.118 * - 0.100 * 0.436	4 0.018 0.140 * - 0.009 * 0.073 - 0.014 0.071 * - 0.119 * - 0.100 *		
MENTS NBL NBT (a) BL BT BR (b) BL BT BR (c) VBL VBL VBT VBR (d)	LANES 1 1 2 0 1 1 2 0 1 1 2 0 0 3 0 3 0	1600 3200 0 1600 3200 0 1600 3200 0 0 4800 0		1 27 266 90 15 209 4 23 180 19 286 207 8 207 8	SCCE 2 28 271 93 15 210 4 23 180 19 288 207 8 SECTIO	NARIO 3 27 343 97 15 230 4 23 190 36 303 255 9 N CAPAO	VOLUM 4 28 348 101 15 231 4 23 190 36 305 255 9 LOS CITY UT	ES TT TIME:		1 0.017 0.111 * - 0.009 * 0.067 - 0.014 0.062 * - 0.104 * - 0.100 *	0.018 0.114 * - 0.009 * 0.067 - 0.014 0.062 * - 0.105 * - 0.100 * 0.390	3 0.017 0.138 * - 0.009 * 0.073 - 0.014 0.071 * - 0.118 * - 0.100 * 0.436	4 0.018 0.140 * - 0.009 * 0.073 - 0.014 0.071 * - 0.119 * - 0.100 *		
MENTS NBL NBT (a) BL BT BR (b) BL BT BR (c) VBL VBL VBT VBR (d)	LANES 1 1 2 0 1 1 2 0 1 1 2 0 0 3 0 3 0	1600 3200 0 1600 3200 0 1600 3200 0 0 4800 0		1 27 266 90 15 209 4 23 180 19 286 207 8 207 8	SCCE 2 28 271 93 15 210 4 23 180 19 288 207 8 SECTIO	NARIO 3 27 343 97 15 230 4 23 190 36 303 255 9 N CAPAO	VOLUM 4 28 348 101 15 231 4 23 190 36 305 255 9 LOS CITY UT	ES TT TIME:		1 0.017 0.111 * - 0.009 * 0.067 - 0.014 0.062 * - 0.104 * - 0.100 *	0.018 0.114 * - 0.009 * 0.067 - 0.014 0.062 * - 0.105 * - 0.100 * 0.390	3 0.017 0.138 * - 0.009 * 0.073 - 0.014 0.071 * - 0.118 * - 0.100 * 0.436	4 0.018 0.140 * - 0.009 * 0.073 - 0.014 0.071 * - 0.119 * - 0.100 *		

	ON CAPA(DRIVE-IN RESIDENT CITY UTILIZATION W 9/10/2018 AM PEAK HOUR BRADLEY ROAD-CC SANTA MARIA WAY SIGNAL	ORKSHEET	E (SPLIT									REF:	03 AM
		NORT	h Bound		TH BOL			ARY T BOUI		WF9	T BOUND			****
VOLUMES			T R	L	T	R	L	T	R	L	T	R		
	NG: CT-ADDED: LATIVE:	2	292 343 0 0 371 364	92 0 95	244 0 249	44 2 44	70 5 76	263 5 317	168 5 174	328 0 334	352 2 364	64 0 134		
				Sela, Litzan Sana	GEO	METRI	CS							
LANE GEOME	TRICS		h bound f t r		T TR			f boui - TT			t bound T r			
n die een na te staat werd werd feel je kool ken medinge de gewann	an an Pharle and a second			Т	RAFFIC	SCENA	ARIOS							
		TERM CUMULATIVE ((TERM CUMULATIVE +	PROJECT VC	andar an an aige an an An	S (B + C F Servi			TIONS						
MOVE-	# OF		I		NARIO V		<u>S</u>	1			SCENARIO V			
MENTS NBL NBT NBR (a)	LANES 0 3 1	CAPACITY 0 4800 1600	1 304 292 343	2 306 292 343	327 371 364	4 329 371 364			1 - 0.124 * 0.214	2 - 0.125 * 0.214	3 - 0.145 * 0.228	4 - 0.146 * 0.228		
SBL SBT	1 2	1600 3200	92 244	92 244	95 249	95 249			0.058 0.083 *	0.058 0.083 *	0.059 0.084 *	0.059 0.085 *		
SBR (b) EBL	0 1	0 1600	21 70	22 75	21 76	22 81			- 0.044	- 0.047	- 0.048	- 0.051	-	
EBT EBR (c)	2	3200 1600	263 84	268 87	317 87	322 90			0.082 *	0.084 * 0.054	0.099 *	0.101 *		
WBL WBT WBR (d)	1 2 0	1600 3200 0	328 352 48	328 354 48	334 364 101	334 366 101			0.205 * 0.125 -	0.205 * 0.126 -	0.209 * 0.145 -	0.209 * 0.146 -		
							TIME:		0.100 *	0.100 *	0.100 *	0.100 *		
			TOTAL INTERS		I CAPAC O LEVEL			DN:	0.594 A	0.597 A	0.637 B	0.641 B		
NOTES:		(a) Free RT Lane. (b) 52% (c) 50%												

	ION CAPA 'E:	DRIVE-IN RESIDENTIA CITY UTILIZATION WO 9/10/2018											KEF:	03 PM
TIME PERIOE		PM PEAK HOUR												
N/S STREET:		BRADLEY ROAD-COL	LEGE DRIV	E (SPLIT	T PHASI	ED)								
E/W STREET:		SANTA MARIA WAY												
CONTROL T	/PE:	SIGNAL												
				TRAF	FIC VO	LUME	SUMN	AARY						
VOULNES		NORTH			TH BOU			IT BOU			5T BOUNE			
VOLUMES		<u> </u>	R	L	T	R	L	Т	R	L	T	R		
(A) EXISTI(B) PROJE	NG: CT-ADDED:	238 33 2 0		70 0	422 0	41	65	213	227	339	298	96		
	JLATIVE:	2 0 263 43		0 117	0 580	2 61	5 99	5 328	5 233	0 355	2 399	0 165		
												100		
		n bina di kan di kana manang mang mang mang mang mang mang			GEO	METRI	CS							
		NORTH I			TH BOU			T BOU			t bound	ı		
lane geome	TRICS	L LT	TR		T TR	New John of States and successo	un est an	L TT	R	L	Γ TR			
				T	RAFFIC	SCENA	RIOS							
SCENARIO 3	= SHORT-	G + PROJECT VOLUMES FERM CUMULATIVE (C) FERM CUMULATIVE + F		olume	S (B + C)								
			Langer and the second	EVEL O	F SERVI	CE CAL	CULA	TIONS	Maniferration in the second processing of the second second second second second second second second second s					
MOVE-	# OF				NARIO V						Scenario V	//C RATIOS		
ments	LANES	CAPACITY	1	2	3	4			1	2	3	4	-	
NBL	0	0	238	240	263	265			-	-	-	-		
100	3	1000	339	339	433	433			0.120 *	0.121 *	0.145 *	0.145 *		
		4800												
	1	4800 1600	325	325	337	337			0.203	0.203	0.211	0.211		
NBR (a)				325 70		337 117			0.203	0.203 0.044	0.211	0.211 0.073		
NBR (a) SBL SBT	1 1 2	1600 1600 3200	325 70 422	70 422	337 117 580	117 580								
NBR (a) SBL SBT	1	1600	325 70	70	337 117	117			0.044	0.044	0.073	0.073		
NBR (a) 5BL 5BT 5BR (b)	1 1 2	1600 1600 3200	325 70 422	70 422	337 117 580	117 580			0.044	0.044	0.073 0.193 *	0.073 0.193 *		
NBR (a) SBL SBT SBR (b) SBL	1 1 2 0	1600 1600 3200 0	325 70 422 25	70 422 26	337 117 580 37	117 580 38			0.044 0.140 * -	0.044 0.140 * -	0.073 0.193 * -	0.073 0.193 * -		
NBR (a) SBL SBT SBR (b) SBL BT	1 1 2 0 1	1600 1600 3200 0 1600	325 70 422 25 65	70 422 26 70	337 117 580 37 99	117 580 38 104			0.044 0.140 * - 0.041	0.044 0.140 * - 0.044	0.073 0.193 * - 0.062	0.073 0.193 * - 0.065		
SBL SBR (b) EBL EBT EBR (c)	1 1 2 0 1 2 1	1600 1600 3200 0 1600 3200 1600	325 70 422 25 65 213 102	70 422 26 70 218 104	337 117 580 37 99 328 105	117 580 38 104 333 107			0.044 0.140 * - 0.041 0.067 * 0.064	0.044 0.140 * - 0.044 0.068 * 0.065	0.073 0.193 * - 0.062 0.103 * 0.066	0.073 0.193 * - 0.065 0.104 * 0.067		
NBR (a) SBL SBT SBR (b) SBR SBT SBR (c) WBL	1 1 2 0 1 2	1600 1600 3200 0 1600 3200	325 70 422 25 65 213	70 422 26 70 218	337 117 580 37 99 328	117 580 38 104 333			0.044 0.140 * - 0.041 0.067 *	0.044 0.140 * - 0.044 0.068 *	0.073 0.193 * - 0.062 0.103 *	0.073 0.193 * - 0.065 0.104 *		
NBR (a) SBL SBT SBR (b) SBR EBL SBR (c) VBL VBL	1 1 2 0 1 2 1 1	1600 1600 3200 0 1600 3200 1600 1600	325 70 422 25 65 213 102 339	70 422 26 70 218 104 339	337 117 580 37 99 328 105 355	117 580 38 104 333 107 355			0.044 0.140 * - 0.041 0.067 * 0.064 0.212 *	0.044 0.140 * - 0.044 0.068 * 0.065 0.212 *	0.073 0.193 * - 0.062 0.103 * 0.066 0.222 *	0.073 0.193 * - 0.065 0.104 * 0.067 0.222 *		
NBR (a) SBL SBT SBR (b) EBL EBT EBR (c) WBL WBT	1 1 2 0 1 2 1 1 2 1 2	1600 1600 3200 0 1600 3200 1600 1600 3200	325 70 422 25 65 213 102 339 298	70 422 26 70 218 104 339 300	337 117 580 37 99 328 105 355 399	117 580 38 104 333 107 355 401 79	TIME:		0.044 0.140 * - 0.041 0.067 * 0.064 0.212 * 0.108	0.044 0.140 * - 0.044 0.068 * 0.065 0.212 * 0.108	0.073 0.193 * - 0.062 0.103 * 0.066 0.222 * 0.149	0.073 0.193 * - 0.065 0.104 * 0.067 0.222 * 0.150		
NBR (a) SBL SBT SBR (b) EBL EBT EBR (c) WBL WBT	1 1 2 0 1 2 1 1 2 1 2	1600 1600 3200 0 1600 3200 1600 1600 3200	325 70 422 25 65 213 102 339 298	70 422 26 70 218 104 339 300	337 117 580 37 99 328 105 355 399	117 580 38 104 333 107 355 401 79	TIME:		0.044 0.140 * - 0.041 0.067 * 0.064 0.212 * 0.108 -	0.044 0.140 * - 0.044 0.068 * 0.065 0.212 * 0.108 -	0.073 0.193 * - 0.062 0.103 * 0.066 0.222 * 0.149 -	0.073 0.193 * - 0.065 0.104 * 0.067 0.222 * 0.150 -		
NBR (a) SBL SBT SBR (b) EBL EBT EBR (c) WBL WBT	1 1 2 0 1 2 1 1 2 1 2	1600 1600 3200 0 1600 3200 1600 3200 0	325 70 422 25 65 213 102 339 298 46	70 422 26 70 218 104 339 300 46	337 117 580 37 99 328 105 355 399 79	117 580 38 104 333 107 355 401 79 <i>LOST</i>	LIZATIO	DN:	0.044 0.140 * - 0.041 0.067 * 0.064 0.212 * 0.108 -	0.044 0.140 * - 0.044 0.068 * 0.065 0.212 * 0.108 -	0.073 0.193 * - 0.062 0.103 * 0.066 0.222 * 0.149 - 0.100 * 0.763	0.073 0.193 * - 0.065 0.104 * 0.067 0.222 * 0.150 - 0.100 * 0.764		
NBR (a) SBL SBT SBR (b) EBL EBT EBR (c) WBL WBT	1 1 2 0 1 2 1 1 2 1 2	1600 1600 3200 0 1600 3200 1600 3200 0	325 70 422 25 65 213 102 339 298 46	70 422 26 70 218 104 339 300 46	337 117 580 37 99 328 105 355 399 79 79	117 580 38 104 333 107 355 401 79 <i>LOST</i>	LIZATIO	DN:	0.044 0.140 * - 0.041 0.067 * 0.064 * 0.212 * 0.100 * 0.100 *	0.044 0.140 * - 0.044 0.068 * 0.065 0.212 * 0.108 - 0.100 * 0.641	0.073 0.193 * - 0.062 0.103 * 0.066 0.222 * 0.149 - 0.100 *	0.073 0.193 * - 0.065 0.104 * 0.067 0.222 * 0.150 - 0.100 *		

										ort						
General Information							Site	Infor	matio	n					and the second	
Analyst	DLD						Inter	section			US 1	01 SB/S/	ANTA M	ARIA WA	λY	
Agency/Co.	ATE						Juris	diction			SAN	TA MARI	A			
Date Performed	12/2,	/2020			*****		East/	West St	reet		SAN	TA MARI	A WAY			
Analysis Year	1						Nort	h/South	Street		US 1	01 SB RA	AMPS			
Time Analyzed	AM F	РЕАК НС	DUR				Peak	Hour Fa	ictor		0.88					
Intersection Orientation	East-	West					Anal	/sis Time	e Period	(hrs)	0.25					
Project Description	EXIST	ring co	NDITIO	NS		berdan mestrint normanik				un exclant for an yes show	an Banangan (on seam					
Lanes																
					na Ma	jor Street: Ea	st-West									
Vehicle Volumes and Adj	justme	nts											_			
Approach		East	bound	1		West	oound		ļ	North	bound	1	<u> </u>	South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Designation	10	1	2	3	40	4	5	6	<u> </u>	7	8	9		10	11	12
Priority		And the state of the		0												
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Number of Lanes Configuration	0	0	Т		U	LT		0		0	0	0		L	0	0
Number of Lanes Configuration Volume (veh/h)	0	0	-		U	LT 4	255	0		0	0	0		L 3	0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	0	0	Т		U	LT		0		0	0	0		L	0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	0	0	Т			LT 4		0		0	0	0		L 3 3		0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	0	0	Т			LT 4				0	0			L 3 3	0	0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized	0	0	Т			LT 4		0		0	0			L 3 3		0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage			Т		vided	LT 4								L 3 3		0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He			Т			LT 4 3								L 3 3		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec)			Т			LT 4 3								L 3 3 7.1		0
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)			Т			LT 4 3 4 4.1 4.13								L 3 3 7.1 7.13		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			Т			LT 4 3 4 4.1 4.13 2.2								L 3 3 7.1 7.13 3.5		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)		ys	T 490	Undi		LT 4 3 4 4.1 4.13								L 3 3 7.1 7.13		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and		ys	T 490	Undi		LT 4 3 4 4 1 4.13 2.2 2.23								L 3 3 7.1 7.13 3.5 3.53		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)		ys	T 490	Undi		LT 4 3 4.1 4.1 4.13 2.2 2.23								L 3 3 7 7.1 7.13 3.53 3.53		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys	T 490	Undi		LT 4 3 4 4 1 4.13 2.2 2.23 2.23 5 1009								L 3 3 7.1 7.13 3.5 3.53 3.53		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical A function (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys	T 490	Undi		LT 4 3 4 4.1 4.13 2.2 2.23 5 1009 0.00								L 3 3 7 7 7 7 1 3 5 3 5 3 5 3 5 3 2 7 6 0.01		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Percancity, c (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)		ys	T 490	Undi		LT 4 3 4 4 3 2 2 2 2 3 3 5 1009 0.00 0.0								L 3 3 7.1 7.1 3.5 3.53 3.53 3 276 0.01 0.0		
Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Critical A function (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)		ys	T 490	Undi		LT 4 3 4 4.1 4.13 2.2 2.23 5 1009 0.00								L 3 3 7 7 7 7 1 3 5 3 5 3 5 3 5 3 2 7 6 0.01		

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HCSTM TWSC Version 7.9 04 AM EXISTING.xtw

			Southern			y 200			l Rep	זוסת						
General Information							Site	Infor	matio	n						
Analyst	DLD						Inter	section			US 1	01 SB/S	ANTA M	ARIA WA	Y	
Agency/Co.	ATE						Juris	diction			SAN	TA MAR	IA			
Date Performed	12/1	0/2020	940400000000000000000000000000000000000		outen manieto de la mojerte	Selectiver policing reading of	East/	/West St	reet		SAN	TA MAR	A WAY			
Analysis Year							Nort	h/South	Street		US 1	01 SB R/	AMPS			
Time Analyzed	PM F	EAK HO	DUR				Peak	Hour Fa	ctor		0.90					
Intersection Orientation	East-	West					Anal	ysis Time	e Period	(hrs)	0.25					
Project Description	EXIST	ING CO	ONDITIO	NS										aktor para kana demonstration in out		
Lanes																
				7 4 1 7 + r G	Naj Maj	jor Street: Ea	st-West	4 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7								
Vehicle Volumes and Adj	justme	nts														
Approach		East	bound			West	oound			North	bound			South	bound	-
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
			Т			LT										
Configuration											-					
Volume (veh/h)			398			8	254							14		
Volume (veh/h) Percent Heavy Vehicles (%)			398			8 3	254									
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked			398				254							14		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)			398				254							14)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized			398				254							14 3)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage			398	Undi	vided		254							14 3)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadway	75	398	Undi	vided		254							14 3)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadway	/S	398	Undi	vided		254							14 3)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He	eadway	/5	398	Undi	vided	3	254)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec)	eadway	75	398	Undi	vided	3	254							14 3 (7.1)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	eadway	/S	398	Undi	vided	3 4.1 4.13	254							14 3 (0) 7.1 7.13)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)					vided	3 4.1 4.13 2.2	254							14 3 7.1 7.13 3.5)	
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)					vided	3 4.1 4.13 2.2	254							14 3 7.1 7.13 3.5		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and					vided	3 4.1 4.13 2.2 2.23	254							14 3 (14) 3 (12) 7.1 7.13 3.53		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)					vided	3 4.1 4.13 2.2 2.23 9								14 3 7.1 7.13 3.53 3.53		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)					vided	3 4.1 4.13 2.2 2.23 9 1113	254							14 3 7.1 7.13 3.53 3.53 16 328		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio					vided	3 4.1 4.13 2.2 2.23 9 1113 0.01	254							14 3 7.1 7.13 3.53 3.53 116 328 0.05		
Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Keadway (sec) Follow-Up K					vided	3 4.1 4.13 2.2 2.23 9 1113 0.01 0.0								14 3 7.1 7.13 3.5 3.53 16 328 0.05 0.1		

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General Information							Site	Infor	matic	n						
Analyst	DLD				-		Inter	section			US 1	01 SB/S/	ANTA MA	RIA WA	٩Y	
Agency/Co.	ATE						Juris	diction			SAN	TA MARI	A			
Date Performed	12/2	/2020	MARY IN GLUCHINE DAVID BUILD				East/	/West St	reet		SAN	TA MARI	A WAY		ala an	
Analysis Year							Nort	h/South	Street		US 1	01 SB RA	AMPS			
Time Analyzed	AM	ΡΕΑΚ ΗΟ	DUR				Peak	Hour Fa	actor		0.88					
Intersection Orientation	East	-West					Anal	ysis Tim	e Period	(hrs)	0.25					
Project Description	EXIS	TING +	PROJECT													
Lanes																
				J 4 1 7 4 1 C		or Street: Ea	st-West	1 7 4 47 1								
Vehicle Volumes and Ad	justme	ents														
Approach	-	East	bound	****		West	bound	e de ana tac se sostation		North	nbound		I	South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	F
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	1
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration		Ī	T			LT					1		Ĩ	L		
Volume (veh/h)			494			4	256			ſ				3		Γ
Percent Heavy Vehicles (%)						3			Ì	ĺ		1		. 3		
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
	T		Γ			4.1								7.1		Γ
Base Critical Headway (sec)	1	İ				4.13			[Ì				7.13		1
Base Critical Headway (sec) Critical Headway (sec)	T					2.2			[ĺ	I		Ì	3.5		1
-						2.23								3.53		
Critical Headway (sec)		l of S	ervice									Concerned and the second se				
Critical Headway (sec) Base Follow-Up Headway (sec)	d Leve					5							Γ	- 3		
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	d Leve													273		
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	d Leve					1005		1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	The second s					0.01		
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	d Leve					0.00						. 1				
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	d Leve					San an air air								0.0		
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	d Leve					0.00								0.0 18.3		
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q₀₅ (veh) Control Delay (s/veh)	d Leve					0.00								Sec. 1997		
Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)	d Leve					0.00 0.0 8.6	2							18.3	3.3	

							11 		l Rep							
General Information							Site	Infor	matio	n						
Analyst	DLD						Inter	section			US ·	101 SB/S/	ANTA M	ARIA WA	Y	
Agency/Co.	ATE						Juris	diction			SAN	TA MAR	A			
Date Performed	12/10	0/2020					East/	'West Str	eet		SAN	TA MARI	A WAY	dan men an		
Analysis Year							Nort	h/South	Street		US 1	01 SB RA	AMPS			
Time Analyzed	PM P	PEAK HO	DUR				Peak	Hour Fa	ctor		0.90			****		issi antu tachin
Intersection Orientation	East-	West					Anal	ysis Time	Period	(hrs)	0.25					
Project Description	EXIST	ring +	PROJECT	-									in territoria milaron bili seb			
Lanes																
					h le Ma	ior Street: Ea	treest	1 4 4 7 4 1 6 G								
Vehicle Volumes and Adj	justme	nts														
Approach		East	bound	-		West	bound	10 1		North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			T	<u> </u>		LT .								L		
Volume (veh/h)	+		402	ļ		8	255				ļ	<u> </u>		14		
Percent Heavy Vehicles (%)						3						ļ		3		
												1				
Proportion Time Blocked	4		1		a ta se a ta se se a caracteria.	<u> </u>					<u> </u>	<u> </u>	Real Processing	. The second second second		
Percent Grade (%)			<u> </u>			<u> </u>					l	<u> </u>		()	
Percent Grade (%) Right Turn Channelized			1	-	••••	1								()	
Percent Grade (%) Right Turn Channelized Median Type Storage					vided	1								. ()	
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He	eadway	/ S			vided											
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec)	eadway	/s			vided	4.1								7.1		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec)	eadway	/s			vided	4.13								7.1 7.13		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadway	/ 5			vided	4.13 2.2								7.1 7.13 3.5)	
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)				Undi	vided	4.13								7.1 7.13		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			ervice	Undi	vided	4.13 2.2								7.1 7.13 3.5		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice	Undi	vided	4.13 2.2								7.1 7.13 3.5		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and			ervice	Undi	vided	4.13 2.2 2.23								7.1 7.13 3.5 3.53		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice	Undi	vided	4.13 2.2 2.23 9								7.1 7.13 3.5 3.53		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice	Undi	vided	4.13 2.2 2.23 9 1108								7.1 7.13 3.5 3.53 16 325		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)			ervice	Undi	vided	4.13 2.2 2.23 9 1108 0.01								7.1 7.13 3.5 3.53 16 325 0.05		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) V/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice	Undi	vided	4.13 2.2 2.23 9 1108 0.01 0.0								7.1 7.13 3.5 3.53 16 325 0.05 0.2		

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			HCS7	Two	-Wa	y Sto	p-Cc	ontro	l Rep	ort						
General Information							Site	Infor	matio	'n						
Analyst	DLD						Inter	section			US 1	01 SB/S	ANTA M	ARIA WA	Y	
Agency/Co.	ATE						Juris	diction			SAN	TA MARI	IA			
Date Performed	12/2	/2020					East/	West St	reet		SAN	TA MARI	A WAY			
Analysis Year							Nort	h/South	Street		US 1	01 SB R/	AMPS			
Time Analyzed	AMI	PEAK HO	OUR				Peak	Hour Fa	actor		0.88	dana an tao kao kao kao				
Intersection Orientation	East-	West					Analy	ysis Time	e Period	(hrs)	0.25					
Project Description	CUM	ULATIV	E				-Assessment			inter de construir et en const		in and the second second second	And a second	producer of the second s		
Lanes																
					Ma Ma	jor Street: Ea	ast-West	4 + 2 4 5 5 6 6								
Vehicle Volumes and Adj	ustme	nts														
Approach		East	bound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			Т		ļ	LT							ļ	L	L	
Volume (veh/h)			577	ļ	<u> </u>	4	344							3		L
Percent Heavy Vehicles (%)						3			<u></u>					3		
Proportion Time Blocked																
Percent Grade (%)	<u></u>		a ang pang managang ang ang ang ang ang ang ang ang												C	
Right Turn Channelized						a de ser la de ser a de ser a de ser	lastant iz pisco adresica Wool	and the bill of a state	L							
Median Type Storage				Undi	ivided				L							
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13								7.13		
Base Follow-Up Headway (sec)						2.2								3.5		
Follow-Up Headway (sec)						2.23								3.53		
Delay, Queue Length, and	d Leve	l of S	ervice													
Flow Rate, v (veh/h)					l l	5								3		
Capacity, c (veh/h)	1		1			927								201		Í
			T		I	0.00						Ì		0.02		T
v/c Ratio			1			0.0						1		0.1		
v/c Ratio 95% Queue Length, Q₅₅ (veh)				2010/2012/2012/2012	· 영화가 : 이번 가 가 가구.		grad and a state of the			Contractor of the local data and						enter o construction de la construcción de la construcción de la construcción de la construcción de la constru
						8.9								23.2		
95% Queue Length, Q ₉₅ (veh)						8.9 A								23.2 C		

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			HCS7	TWC	-rval	y sto	b cc		u vek	σrι						
General Information							Site	Infor	matic	n						
Analyst	DLD						Inter	section			US 1	01 SB/S	ANTA M	ARIA WA	Ŷ	
Agency/Co.	ATE						Juris	diction			SAN	TA MAR	IA			
Date Performed	12/1	0/2020					East/	'West St	reet		SAN	TA MAR	IA WAY			
Analysis Year							Nort	h/South	Street		US 1	01 SB R/	AMPS			
Time Analyzed	PM F	PEAK HO	DUR				Peak	Hour Fa	actor		0.90					
Intersection Orientation	East-	West					Anal	ysis Time	e Period	(hrs)	0.25					
Project Description	CUM	IULATIV	E				and sector constrained and the sector of the		istentens havinningin gapage							
Lanes																
Vehicle Volumes and Ad Approach	justme		bound	241444540		€ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓		1 4 1 人本 k 5 U		North	ibound		I	South	bound	
		(encoderation of		1		T	1	<u> </u>		1	1	1	<u> </u>	T	Frankriger	1
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U		T	F
Priority	10	1	2	3	40	4	5	6		7	8	9		10	11	1
Number of Lanes	0	0	1	0	0	0	1	0	<u> </u>	0	0	0	<u> </u>	1	0	(
Configuration	_		T				260							. L		
Volume (veh/h)			434			8	368		<u> </u>		<u> </u>	·		17	<u> </u>	_
Percent Heavy Vehicles (%)						3								3		<u> </u>
Proportion Time Blocked						<u> </u>										
Percent Grade (%)														()	
Right Turn Channelized	<u> </u>				<u> </u>											
Median Type Storage				Undi	vided										CHARLES, CLIMAN	
Critical and Follow-up H	eadway	ys	7									1				
Base Critical Headway (sec)						4.1								7.1		
Critical Headway (sec)						4.13			-					7.13		
Base Follow-Up Headway (sec)						2.2			-					3.5		L
Follow-Up Headway (sec)						2.23					L		L	3.53		L
Delay, Queue Length, an	d Level	of S	ervice													
Flow Rate, v (veh/h)						9								19		Γ
	1					1075								253		
Capacity, c (veh/h)						0.01								0.07		ſ
Capacity, c (veh/h) v/c Ratio						0.0								0.2		
						8.4								20.4		
v/c Ratio							8									
v/c Ratio 95% Queue Length, Q₃₅ (veh)						А								С		
v/c Ratio 95% Queue Length, Q₃₅ (veh) Control Delay (s/veh)						A 0.	3							C 20	.4	
v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh) Level of Service (LOS)							3									<u> </u>

					-Wa	/										
General Information							Site	Infor	matio	n						
Analyst	DLD						Inter	section			US 1	01 SB/S	ANTA M	ARIA WA	Y	
Agency/Co.	ATE						Juris	diction			SAN	TA MAR	IA			
Date Performed	12/2,	/2020					East/	West St	reet		SAN	TA MAR	IA WAY	CONTRACTOR AND AND		and second like
Analysis Year							Nort	h/South	Street		US 1	01 SB R/	AMPS			
Time Analyzed	AM F	PEAK HO	DUR				Peak	Hour Fa	actor		0.88					untersansanter
Intersection Orientation	East-	West					Analy	/sis Tim	e Period	(hrs)	0.25					
Project Description	СИМ	ULATIV	E + PRO.	JECT							1					
Lanes														and a second		
						or Street Ea	st-West	14 1 2 4 1 U								
Vehicle Volumes and Ad	justme	nts														
Approach		East	bound		~:	West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	1
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	
Configuration			Т			LT								L		
			581			4	345							3		
Volume (veh/h)			1	1		3	1		1	I			1	3		1
Volume (veh/h) Percent Heavy Vehicles (%)						3					1	1				
						3										
Percent Heavy Vehicles (%)						3)	
Percent Heavy Vehicles (%) Proportion Time Blocked						3					<u> </u>			[()	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)				Undi	vided	3								()	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadway	ys.		Undi	vided	3								()	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	eadway	ys		Undi	vided	4.1								7.1)	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H	eadway	ys		Undi	vided)	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	eadway	ys		Undi	vided	4.1								7.1)	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	eadway	ys		Undi	vided	4.1 4.13								7.1 7.13)	
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice		vided	4.1 4.13 2.2								7.1 7.13 3.5		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an			ervice		vided	4.1 4.13 2.2 2.23								7.1 7.13 3.5 3.53		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)			ervice		vided	4.1 4.13 2.2 2.23								7.1 7.13 3.5 3.53		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice		vided	4.1 4.13 2.2 2.23 5 923								7.1 7.13 3.5 3.53 3 200		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice		vided	4.1 4.13 2.2 2.23 5 923 0.00								7.1 7.13 3.5 3.53 3.53 3.200 0.02		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice		vided	4.1 4.13 2.2 2.23 5 923 0.00 0.0								7.1 7.13 3.5 3.53 3.53 3.00 0.02 0.1		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh) Control Delay (s/veh)					vided	4.1 4.13 2.2 2.23 5 923 0.00 0.0 8.9								7.1 7.13 3.5 3.53 3.53 3.200 0.02 0.1 23.3		
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice		vided	4.1 4.13 2.2 2.23 5 923 0.00 0.0								7.1 7.13 3.5 3.53 3.53 3 200 0.02 0.1		

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			HCS7	Iwo	-Way	y Sto	p-Cc	ontro	l Rep	oort						
General Information							Site	Infor	matio	n						
Analyst	DLD						Inter	section			US 1	01 SB/SA	ANTA M	ARIA WA	Y	
Agency/Co.	ATE						Juris	diction			SAN	TA MARI	A			
Date Performed	12/1	0/2020					East/	West Sti	reet		SAN	TA MARI	A WAY			
Analysis Year	1						Nort	h/South	Street		US 1	01 SB R4	AMPS			
Time Analyzed	PM F	PEAK HO	DUR	******	anteranisatio discriticio		Peak	Hour Fa	ctor		0.90					
Intersection Orientation	East-	West					Analy	/sis Time	e Period	(hrs)	0.25					
Project Description	CUM	ULATIV	e + pro.	IECT										international and an and a second		le este en
Lanes																
				2 4 1 7 + F C G	Maj	or Street: Ea	ist-West	1 4 1 7 4 P C G								
Vehicle Volumes and Ad	justme	nts														
Approach		East	bound			West	bound			North	bound			South	bound	-
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	0
Configuration			Т			LT								L		
Volume (veh/h)			437			8	369							17		
Percent Heavy Vehicles (%)						3								3		
Proportion Time Blocked																
Percent Grade (%)														()	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up He	eadway	ys														
Base Critical Headway (sec)	T		Τ	Γ		4.1					[7.1		
-	1					4.13					Ì			7.13		
Critical Headway (sec)			1	Ì	I	2.2								3.5		
Critical Headway (sec) Base Follow-Up Headway (sec)						2.2										
						2.2								3.53		
Base Follow-Up Headway (sec)	d Level	of S	ervice											3.53		
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	d Level	of S	ervice											3.53 19		
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	d Level	of S	ervice			2.23										
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	d Level	of S	ervice			2.23 9								19		
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	d Level	of S	ervice			2.23 9 1072								19 251		
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)	d Level	of S	ervice			2.23 9 1072 0.01								19 251 0.08		
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	d Level	of S	ervice			2.23 9 1072 0.01 0.0								19 251 0.08 0.2		
Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q₅5 (veh) Control Delay (s/veh)	d Level	of S	ervice			2.23 9 1072 0.01 0.0 8.4	3							19 251 0.08 0.2 20.5	.5	

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			HCS7	' Two	o-Way	y Sto	p-C	ontro	l Rep	oort						
General Information							Site	e Infor	matic	on						
Analyst	SAS						Inte	ersection			SAN	ITA MAR	IA WY/	DRIVEW	۹Y	
Agency/Co.	SAN	ITA MAF	RIA				Juri	sdiction			ATE					
Date Performed	12/4	/2020					Eas	t/West St	reet		PRO	JECT DR	IVEWAY	,		
Analysis Year	2020)					Nor	th/South	Street		SAN	TA MAR	IA WAY			
Time Analyzed	AM						Pea	k Hour Fa	actor		0.92					nandasianaanke
Intersection Orientation	Nort	h-South	n				Ana	lysis Tim	e Period	(hrs)	0.25					
Project Description	CUM	1ULATIV	e + pro.	JECT												
Lanes																
					A hi Major	1 1 Street: No	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4								
Vehicle Volumes and Adj	ustme	nts														
Approach	1	East	bound	*****	Ι	West	tbound		Γ	North	nbound		1	South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				Т	TR		L	Т	
Volume (veh/h)						15		12			669	6	0	3	390	
Percent Heavy Vehicles (%)						3		3					3	3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage				Undi	vided	Sension Sector Sector Sector										
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)			[7.5	Ι	6.9						4.1	[
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		
elay, Queue Length, and	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)					Π		29			[3		
Capacity, c (veh/h)							461							860		
v/c Ratio							0.06							0.00		
95% Queue Length, Q ₉₅ (veh)							0.2							0.0		
Control Delay (s/veh)							13.3							9.2		
Level of Service (LOS)	I				r t		В	l i						A		
		des galación de					L			600-00-00-00-00-00-00-00-00-00-00-00-00-	ala da sa sa sa sa sa		101200000000000000000000000000000000000			

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			HCS7	Two	-Way	Sto	p-Co	ontro	l Rep	oort						
General Information							Site	e Infor	matic	n						
Analyst	SAS						Inte	rsection			SAN	TA MAR	IA WY/	DRIVEW	٩Y	
Agency/Co.	SAN	JTA MAF	RIA				Juri	sdiction			ATE					
Date Performed	12/4	4/2020					East	/West St	reet		PRO	JECT DR	IVEWAY			
Analysis Year	2020	0					Nor	th/South	Street		SAN	TA MAR	A WAY			
Time Analyzed	PM					anto-Astronomous and	Peal	k Hour Fa	ctor		0.92			Destablished of the second second		
Intersection Orientation	Nor	th-South	l				Ana	lysis Time	e Period	(hrs)	0.25					
Project Description	CUN	/ULATIV	E + PRO	JECT												
Lanes																
				14174P			th-South									
Vehicle Volumes and Adj	justme	ents														
Approach		East	bound			West	bound			North	nbound			South	bound	
Movement	. U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	1	2	0
Configuration							LR				Т	TR		L	Т	
Volume (veh/h)						11		7			523	18	0	13	567	
Percent Heavy Vehicles (%)						3		3					3	3		1
Proportion Time Blocked			1													
Percent Grade (%)						(C									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)	T	1	<u> </u>			7.5		6.9			Γ			4.1		Ι
Critical Headway (sec)	1		1	1	6	6.86		6.96						4.16		1
Base Follow-Up Headway (sec)	1	İ	1	1		3.5		3.3						2.2		
Follow-Up Headway (sec)	1				3	3.53		3.33						2.23		
Delay, Queue Length, and	d Leve	l of S	ervice											A		
	T	<u> </u>		<u> </u>			20							14		
Flow Rate, v (veh/h)	-						436							976		
Flow Rate, v (veh/h) Capacity, c (veh/h)			a consecution of			. posti pititi	0.04							0.01		
								<u>├</u>		·						
Capacity, c (veh/h)						1	0,1							0.0		10000000
Capacity, c (veh/h) v/c Ratio	· ·						0.1 13.6							0.0 8.7		
Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q₅₅ (veh)														Salar De Apares		
Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q₅ (veh) Control Delay (s/veh)						13	13.6 B							8.7	2	

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