# OPERATIONS NOISE STUDY FOR A PROPOSED FAST5XPRESS CAR WASH IN THE CITY OF GARDEN GROVE

**Revision 5** 

September 14, 2018

PREPARED FOR:

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PREPARED BY:

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#### 1. Introduction

At the request of Mr. Don Vogel (Fast5Xpress), and in compliance with requirements of the city of Garden Grove (City), a noise study has been conducted by Advanced Engineering Acoustics (AEA). Fast5Xpress has plans to construct an express car wash at 12101 Valley View Street in Garden Grove, CA (see Figure 1). In order to document the level of potential noise from the new express car wash operations for this new commercial business, AEA has conducted noise monitoring at several existing express car washes, idling car wash patron vehicles, compressed air nozzle car wash noise, and obtained noise measurements of the proposed operating dryer system and vacuum equipment for the proposed car wash facility. This report gives the existing ambient noise and predicted express car wash operations noise at the nearest sensitive receivers.



Figure 1. Revised Project Site Vicinity Aerial View

#### 2. Sound Fundamentals

Physically, sound pressure magnitude is measured and quantified in terms of the decibel (dB), which is associated with a logarithmic scale based on the ratio of a measured sound pressure to the reference sound pressure of 20 micropascal ( $20 \mu Pa = 20 \times 10^{-6} \text{ N/m}^2$ ). However, the decibel system can be very confusing. For example, doubling or halving the number of sources of equal noise output (a 2-fold change in acoustic *energy*) changes the noise level at the receptor by only 3 dB, which is a barely perceptible sound change for humans. While doubling or halving the sound *loudness* at the receptor results in a 10 dB change and also represents a 10-fold change in the acoustic *energy*.

The human hearing system is not equally sensitive to sound at all frequencies. Because of this variability, a frequency-dependent adjustment called "A-weighting" has been devised so that

sound may be measured in a manner similar to the way the human hearing system responds. The A-weighted sound level is abbreviated "dBA". Figure 2 gives typical A-weighted sound levels for various noise sources and the typical responses of people to these levels.

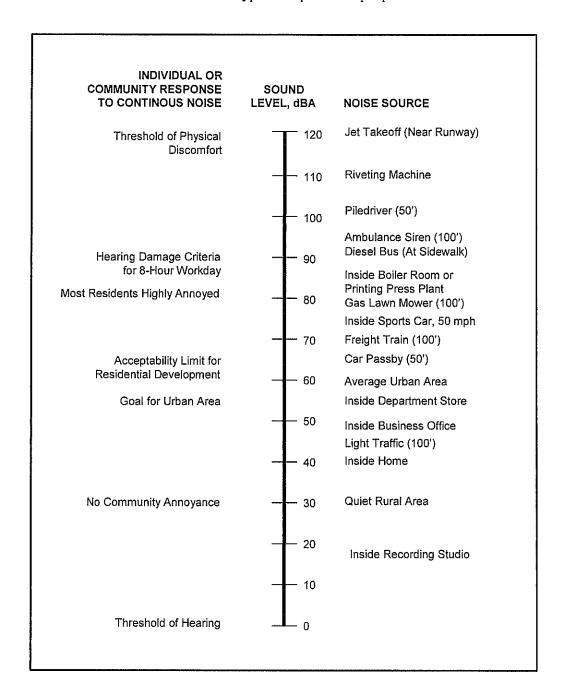


Figure 2 - Typical Sound Levels and their Effect on People

Normally, ambient sounds change with the daily cycle of human activities. To account for these changes, the time-weighted statistical sound levels have been adopted and these sound descriptors are used by the City and in this report. The time-weighted sound level limits are

defined as the continuous A-weighted sound level that is not exceeded, in the specified contiguous periods of time (1 minute, 5 minutes, 15 minutes, 30 minutes or the maximum sound level in any hour).

#### 3. City Noise Standards

The city of Garden Grove has established stationary source noise limits to ensure that all segments of the community will be protected from excessive noise intrusion. The applicable noise standards are contained within *Chapter 8.47* of the City of Garden Grove municipal code, as follows.

#### 8.47.040 Ambient Base Noise Levels

The ambient base noise levels contained in the following chart shall be utilized as the basis for determining noise levels in excess of those allowed by this chapter unless the actual measured ambient noise level occurring at the same time as the noise under review is being investigated exceeds the ambient base noise level contained in the chart. When the actual measured ambient noise level exceeds the ambient base noise level, the actual measured ambient noise level shall be utilized as the basis for determining whether or not the subject noise exceeds the level allowed by this section. In situations where two adjoining properties exist within two different use designations, the most restrictive ambient base noise level will apply. This section permits any noise level that does not exceed either the ambient base noise level or the actual measured ambient noise level by 5 dB(A), as measured at the property line of the noise generation property.

USE CATEGORIES	USE DESIGNATIONS	AMBIENT BASE NOISE LEVELS	TIME OF DAY	
Sensitive	Residential Use	55 dB(A)	7:00 a.m.—10:00 p.m.	
		50 dB(A)	10:00 p.m.—7:00 a.m.	
Conditionally Sensitive	Institutional Use	65 dB(A)	Any Time	
	Office-Professional Use	65 dB(A)	Any Time	
	Hotels & Motels	65 dB(A)	Any Time	
Non-Sensitive	Commercial Uses	70 dB(A)	Any Time	
	Commercial/ Industrial Uses within	65 dB(A)	7:00 a.m.—10:00 p.m.	
	150 feet of Residential	50 dB(A)	10:00 p.m.—7:00 a.m.	
	Industrial Use	70 dB(A)	Any Time	

(2802 § 1, 2011; 2660 § 2, 2005)

#### 8.47.050 General Noise Regulation

- A. NOISE DISTURBANCE CRITERIA. It shall be unlawful for any person to willfully make, continue, or cause to be made or continued, any loud, unnecessary, or unusual noise that disturbs the peace or quiet of any neighborhood, or that causes discomfort or annoyance to any person of normal sensitiveness,
- B. The criteria that shall be utilized in determining whether a violation of the provisions of this section exists shall include, but not be limited to, the following:
  - 1. The level of the noise.

#### Proposed Garden Grove Fast5Xpress Car Wash Noise Study - Rev. 5

- 2. The frequency of occurrence of the noise.
- 3. Whether the nature of the noise is usual or unusual.
- 4. The level and intensity of the background noise, if any.
- 5. The proximity of the noise to residential sleeping facilities.
- 6. The nature and zoning of the area within which the noise emanates.
- 7. The density of the inhabitation of the area within which the noise is received.
- 8. The time of day or night the noise occurs.
- 9. The duration of the noise.
- C. DURATION OF NOISE. The following criteria shall be used whenever the noise level exceeds:
- 1. The noise standard for a cumulative period of more than 30 minutes in any hour;
- 2. The noise standard plus five dB(A) for a cumulative period of more than 15 minutes in any hour;
- 3. The noise standard plus 10 dB(A) for a cumulative period of more than five minutes in any hour;
- 4. The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour; or
- 5. The noise standard plus 20 dB(A) for any period of time.
- D. In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. (2802 § 1, 2011; 2660 § 2, 2005)

#### 8.47.060 Special Noise Sources

- C. MACHINERY, EQUIPMENT, FANS, AND AIR CONDITIONING. It shall be unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in any manner so as to create any noise that would cause the noise level at the property line of any property to exceed either the ambient base noise level or the actual measured ambient noise level by more than five decibels.
- D. CONSTRUCTION OF BUILDINGS AND PROJECTS. It shall be unlawful for any person within a residential area, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects, or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 10:00 p.m. of one day and 7:00 a.m. of the next day in such a manner that a person of normal sensitiveness, as determined utilizing the criteria established in Section 8.47.050(B), is caused discomfort or annoyance unless such operations are of an emergency nature.

The most restrictive case of the City noise ordinance would therefore be when the actual ambient noise at any location would be equal to or less than the ambient base noise levels given in Section 8.47.040 of the noise ordinance. In this case the most restrictive maximum project noise limit would be the designated ambient base noise level plus 5 dB(A).

#### 4. Unabated Project Noise Modeling Results

The planned hours of operation of the proposed car wash are from 7 a.m. to 8 p.m. in summer (March to October) and 7 a.m. to 7 p.m. in winter (November to February), seven (7) days a week. The revised layout of the planned car wash project is shown in Figure 3.

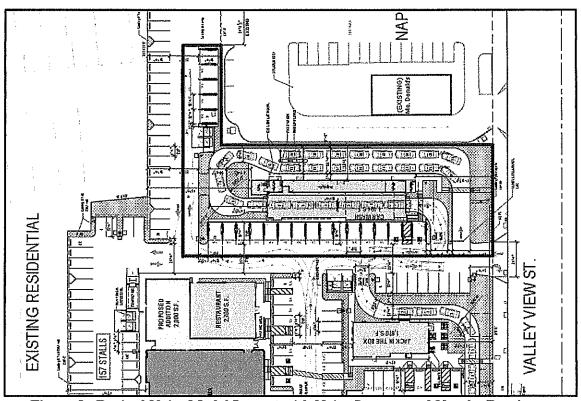


Figure 3. Revised Noise Model Layout with Noise Sources and Nearby Receivers

The project layout noise model has the most idling patron vehicles queued up to pay for a car wash at a time as sixteen (16). In addition, there are twenty (20) vacuum stations and twenty (20) air nozzles. An equipment room contains small pumps and the central vacuum tank. Computer modeling was conducted of the interior car wash equipment noise (transmitted through the car wash tunnel exit opening, entrance opening, the tunnel walls and tunnel roof) and the external vacuums and air nozzles. On-site patron vehicles have been modeled assuming a worst-case scenario of 16 queued idling vehicles, 6 vehicles in the tunnel and 19 low speed vehicle movements approaching (6) and departing (13) the tunnel. Also, it is assumed there are 20 vehicles being vacuumed and 20 air nozzles operating simultaneously. Figure 4 shows the noise model layout. Modeling was conducted using the SoundPLANTM, Version 7.4, community noise modeling software. Table 1 shows the predicted as-designed project noise near the three modeled car wash residential sites and commercial locations. It is very unlikely that the worst-case conditions would actually occur, but the results of such an occurrence are given in Table 1 and Figure 4, which shows the worst-case scenario noise contours for the car wash operations. Ambient noise is not factored into the noise model, but is included in the overall noise results. The unabated express car wash equipment noise modeling shows that all nearby receivers would be in compliance with the respective zone use noise limits.

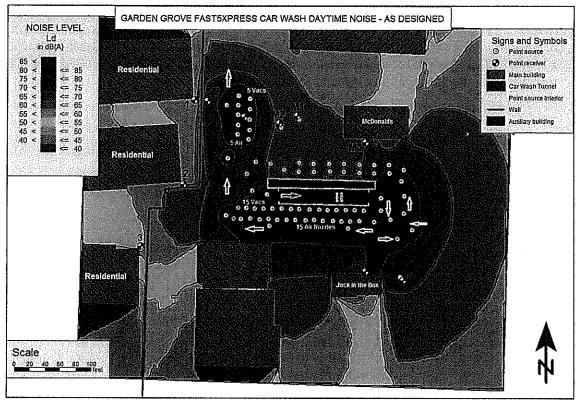


Figure 4. As-Designed Wash Worst-Case Noise Contours with Receptor Locations

Table 1. As-Designed Worst-Case Car Wash Noise\* at Model Receptors

Site	L(max)	L(1min/hr)	L(5min/hr)	L(15min/hr)	L(30min/hr)
Res. Base Noise Limit >	80	75	70	65	60
Site 1	75.4	70.4	65.4	60.4	55.4
Site 2	77.2	72.2	67.2	62.2	57.1
Site 3	71.2	66.2	61.2	56.2	51.2
Comm. Base Noise Limit >	95	90	85	80	75
Site 4	81.2	76.2	71.2	66.2	61.2
Site 5	71,9	66.9	61.9	56.9	51.9
Order Box M1 Level > **	83				63.0
Vacuum site test at 3 feet	82				
Vacuum site test at M1	62				
Order Box M2 Level > **	80				64.7
Vacuum site test at 3 feet	82				
Vacuum site test at M2	63				
Take-Out Window M3			***		64.3

<sup>\*</sup>Neither ambient base noise nor actual ambient noise are included in the projected car wash noise.

#### 5. Project Vacuum Site Test Noise Measurements at Drive-Thru Order Boxes

A vacuum site noise test was conducted the evening of August 2, 2018 at the two nearby Garden Grove McDonalds restaurant drive-thru order stations, we call M1 and M2. Figures 5 and 6 show the test noise at the nearest vacuum locations and at order boxes M1 and M2. The modeled as-designed car wash noise plot of Figure 4 shows noise from all vacuums and air nozzles totaling about 63-64 dBA at the ordering boxes. That is about the same noise level as our special test produced at those sites (see Figure 4 data between 20:44 and 20:48 and Figure

<sup>\*\*</sup> Order Box Level noise is actual measured noise 3 feet from speaker M1 and M2. Vacuum site test noise was measured 3 feet from the special test noise source (loud shaker box and multiple car door slams).

5 between 20:52 and 20:53 and between 20:54 and 20:55) when there was no order speaker noises. The much higher noise levels at the order boxes are caused by the box PA speakers themselves. This validates our tests and confirms the non-interference for order takers (who all wear headsets) while receiving and confirming customer drive-thru orders. No order takers raised any complaints regarding test interference with their work.

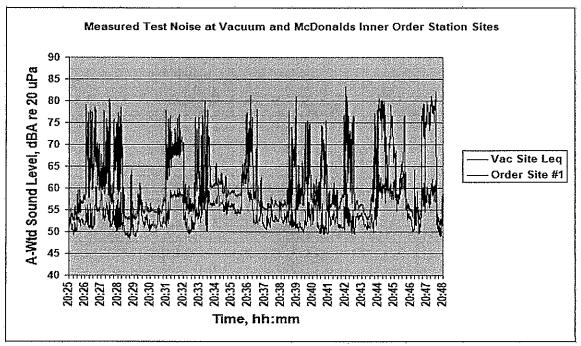


Figure 5. Test Noise at Vacuum Site and Order Site M1

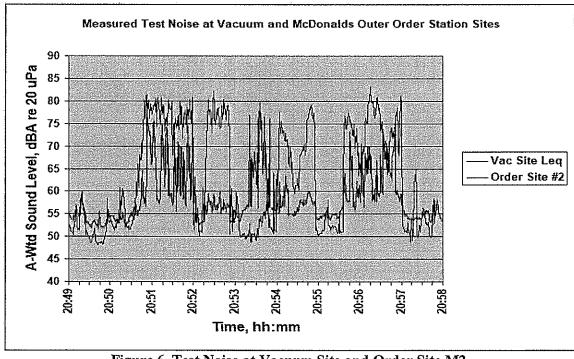


Figure 6. Test Noise at Vacuum Site and Order Site M2

#### 6. Project Site Area Ambient Noise Measurements

Ambient noise measurements were conducted the day of September 4, 2018 at two locations west of the alley behind the McDonalds restaurant. Figure 7 shows the ambient noise for the residential side (Site 1) and alley wall side location west of the drive-thru order boxes M1 and M2. The residential site noise measurement began at 12:36 p.m. and ended at 1:22 p.m. The alley wall gave an order box speaker and distant noise sources (e.g., traffic noise) noise reduction of approximately 5.1 dB. The maximum, average, and minimum measured ambient noise at Site 1 was 58.1, 49.9 and 46.1 dBA, respectively, all below the Base Noise Limits.

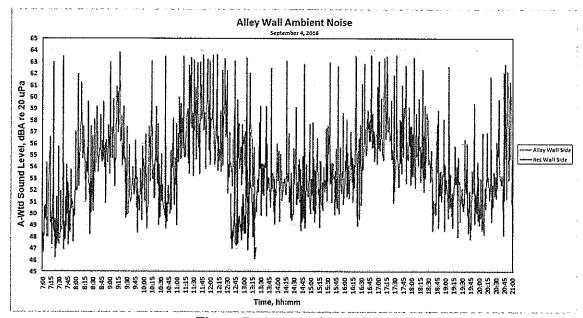


Figure 7. Area Ambient Noise

#### 7. Project Conclusions and Recommendation

Based on our noise modeling experience and measurements at similar car washes, we have shown that the proposed car express wash revised layout will be less noisy than the daytime limits of the City noise code. Primarily this conclusion is based on the fact that the proposed car wash tunnel noise has been shown to generate less noise operating at full capacity throughout the entire daytime period. Since the proposed project is not planning to operate after 10 p.m., the proposed express car wash operations would not cause the nighttime residential noise limits to be exceeded. In addition, there would be no nearby vacuum and air nozzle noise interference for McDonalds drive-thru order takers while receiving and confirming customer drive-thru orders. Thus, the project noise study finds that no additional car wash noise abatement would be necessary. However, AEA does recommend the following noise nuisance abatement measure: (1) that patron car radios be turned off while at the car wash vacuuming stations. The only exception would be to allow Bluetooth-enabled headsets while patrons are vacuuming and using the compressed air nozzles to strip off excess water. Signage should state these conditions and request patron cooperation as a consideration for the neighbors to assure that the car wash would not introduce any intrusive nuisance noise at the adjacent residences and McDonalds restaurant.

# **Traffic Impact Study**

for the proposed

# Starlight Cinema Plaza Expansion

on

# **Valley View Street**

Submitted to



September 2018

Submitted by





September 10, 2018

Mr. Dai Vu
Associate Engineer, Traffic Division
City of Garden Grove
11222 Acacia Parkway
Garden Grove, California 92842

RE: Traffic Impact Study for the proposed expansion of the Starlight Cinema Plaza on Valley

View Street

Dear Mr. Vu:

Albert Grover & Associates (AGA) is pleased to present to the City of Garden Grove this Traffic Impact Study (TIS) for the proposed expansion of the Starlight Cinema Plaza located within the 12000 block of Valley View Street in the City of Garden Grove. The project proposes to expand the existing cinema by one screen as well as construct a new 2,700 square-foot (sf) casual restaurant, 1,870 sf Jack in the Box restaurant with drive-through window, and 4,194 sf Fast Express Car Wash.

This TIS has been prepared in accordance with industry-standard traffic engineering practices, including ongoing collaboration with City staff and our professional evaluations of traffic factors pertinent to the study area. This study provides an assessment of the most probable traffic and transportation outcomes should the proposed project be approved, constructed, and fully occupied. In addition to traffic operations analysis, a queuing analysis has also been conducted for the proposed drive-throughs.

We trust that these analyses will be of assistance to you, the City, and others. Should you have any questions regarding this study or its conclusions, please do not hesitate to contact me or Ms. Kawai Mang at our office.

Respectfully submitted,

**ALBERT GROVER & ASSOCIATES** 

David A. Roseman, TE

Principal Transportation Engineer

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# TABLE OF CONTENTS

SECTIO	N	PAGE
I	Introduction	1
	Purpose	1
	Project Description	1
	Study Intersections	3
	Intersection Analysis Methodology	3
	Significant Impact Criteria	6
11	Proposed Project Traffic Projections	7
	Project Trip Generation	7
	Project Trip Distribution and Assignment	8
III	Existing (Year 2018) Level of Service Analysis	11
	Existing Conditions	11
	Existing Conditions + Project Traffic	14
IV	Project Opening Day (Year 2020) Level of Service Analysis	16
	Ambient Area Growth	16
	Related Projects Analysis	16
	Opening Day Conditions (without Project)	16
	Opening Day Conditions + Project Traffic	18
٧	Drive-Through Queuing Analysis	20
	Proposed Jack in the Box Drive-Through	20
	Proposed Fast Express Car Wash	20
VI	Summary and Conclusions	23





# LIST OF FIGURES

FIGURE		PAGE
1	Study Area and Proposed Project Location	1
2	Proposed Project Site Plan	
3	Study Intersections	4
4	Project Trip Distribution	9
5	Proposed Project Traffic Volumes	10
6	Existing Conditions Traffic Volumes (2018)	13
7	Existing Conditions + Project Traffic Volumes	14
8	Opening Day Conditions Traffic Volumes (2020)	17
9	Opening Day + Project Traffic Volumes (2020)	18
TABLE	LIST OF TABLES	PAGE
1	Level of Service: Signalized Intersections	5
2	Level of Service: Stop-Controlled Intersections	5
3	Proposed Project Trip Generation	8
4	24-hour Roadway Traffic Volumes	11
5	Existing Conditions Analysis (2018)	12
6	Existing Conditions + Project Traffic Analysis	15
7	Opening Day Conditions Analysis (2019)	16
8	Opening Day + Project Traffic Analysis	19
9	Queuing Data: Jack in the Box	21
10	Queuing Data: Fast Express Car Wash	22
11	Intersection LOS Analysis Summary: AM Peak Hour	
12	Intersection LOS Analysis Summary: PM Peak Hour	24
	LIST OF APPENDICES	
APPENI	DIX	

- A Proposed Project Site Plan
- B Existing Traffic Volume Data (2018)
- C Intersection Analysis Worksheets





#### I. Introduction

#### **Purpose**

The purpose of this traffic impact study (TIS) is to evaluate potential traffic impacts of a proposed project at the Starlight Cinemas plaza on Valley View Street in the City of Garden Grove, and to provide decision makers with a complete assessment of the most probable traffic and transportation outcomes should the proposed project be approved, constructed, and fully occupied. This study has been prepared in accordance with standard traffic engineering practices and is based on recent traffic data, information provided by the applicant and/or their representatives, discussions with City staff, field review of the study area, and pertinent reference materials.

#### **Project Description**

A project to expand the theatre facility and construct several new businesses is proposed within the Starlight Cinemas plaza on Valley View Street between Chapman Avenue and Belgrave Avenue in the City of Garden Grove (Figure 1). The proposed project site comprises approximately 2.7 acres located on the southwest corner of the intersection of Valley View Street and Chapman Avenue and currently includes Starlight Cinemas, an existing five-screen theatre, as well as a vacant building of approximately 6,000 square feet (sf) and their associated parking spaces. The proposed project would demolish the existing vacant building and construct a 2,800 sf one-screen addition to the movie theatre as well as a 2,700 sf restaurant, 1,870 sf Jack in the Box fast-food restaurant with drive-through service, and 4,194 sf drive-through Fast Express Car Wash. It is expected to be completed and open for business in 2020.

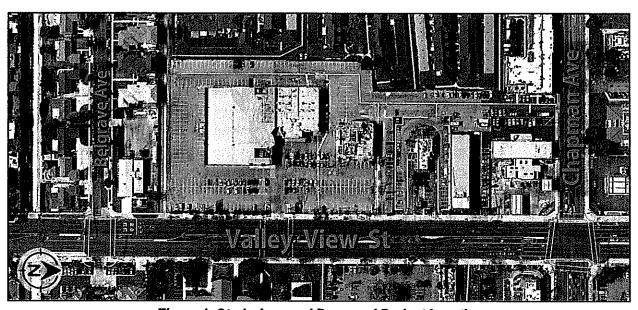


Figure 1: Study Area and Proposed Project Location

The project site is flanked by AMF Valley View Lanes, a bowling alley, to the south and a McDonald's restaurant with drive-through service to the north. The site is accessible from adjacent parking lots via

A<sub>lbert</sub> Grover & Gassociates



several existing driveways serving the cinema and adjacent businesses. The proposed project site plan (**Figure 2**, details in **Appendix A**) would maintain these driveways and the adjacent parking lots in their existing configuration. This study considers the two driveways along the project frontage on Valley View Street to be the primary project access points.

# Valley View Lanes (not a part) Walley View St.

#### **EXISTING RESIDENTIAL**

Figure 2: Proposed Project Site Plan

The drive-through for the proposed Jack in the Box restaurant provides storage for eight vehicles, which is generally considered adequate for typical drive-through fast-food restaurants. The drive-through for the proposed Fast Express Car Wash provides storage for up to 28 vehicles, with two storage lanes available for vehicle queues of up to 17 vehicles before the wash tunnel. It is expected that the peak drive-through queues for both the Jack-in-the-Box and the Fast Express Car Wash would be contained on-site, without impeding any driveways.

Per the applicable City of Garden Grove parking codes, the proposed project would require 179 on-site parking spaces. The proposed site plan would provide 159 parking spaces within the on-site parking lots, including 6 ADA-compliant parking spaces and 10 electric-vehicle charging spaces. Combined with the storage capacity of the drive-through lanes, the proposed project site plan provides for on-site storage of 179 vehicles without impacting driveway access or adjacent roadways.





#### **Study Intersections**

Based on a review of the proposed project, street network, and anticipated project traffic generation, the following driveways and intersections (**Figure 3**) were selected for analysis and approved by City staff:

	<u>Intersection</u>	Traffic Control
1.	Valley View Street @ Chapman Avenue	Traffic Signal
2.	Valley View Street @ Cinema Driveway	Traffic Signal
3.	Valley View Street @ Belgrave Avenue	Traffic Signal
4.	Valley View Street @ Lampson Avenue	Traffic Signal
5.	Valley View Street @ Cerulean Avenue	Traffic Signal
6.	Project driveway @ Valley View Street	One-Way Stop Control

The following turn restrictions currently exist at the study intersections:

- ◆ (No. 1) Valley View St @ Chapman Ave: U-turns prohibited on Chapman Avenue.
- (No. 6) project dwy @ Valley View St: right-turn-only ingress and egress.

Figure 3 shows the existing lane geometrics, intersection traffic control types, and turning-movement restrictions within the study area.

#### Intersection Analysis Methodology

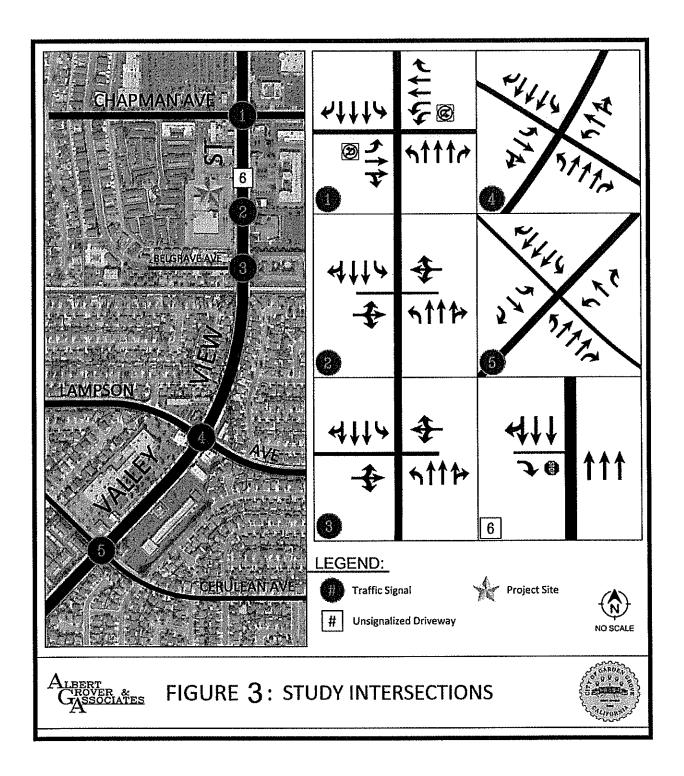
This traffic study performs intersection Level-Of-Service (LOS) analyses via Synchro software for the following scenarios for both the weekday morning (AM) and afternoon (PM) peak hours:

- Existing conditions (year 2018)
  - Without project scenario
  - With project scenario
- Opening day conditions (year 2020)
  - Without project scenario
  - With project scenario

To evaluate traffic operations at the signalized study intersections, this study employs the *Intersection Capacity Utilization* (ICU) methodology, which uses lane geometrics, traffic signal timing, and traffic volumes to determine the ratios of peak-hour intersection traffic volumes to the corresponding lane capacities, known as volume-to-capacity (v/c) ratios. These v/c ratios are then used to assign intersection LOS rankings ranging from LOS A (optimal operations) to LOS F (congested conditions), in a similar fashion to educational grading systems (Table 1). Intersection operations from LOS A through LOS D are generally considered to be acceptable operational conditions, while LOS E and LOS F are typically defined as over-capacity conditions.











#### **Table 1: Level of Service**

Intersection Capacity Utilization (ICU) Method
Signalized Intersections

	V. 30 A. 17	apacity V/C)	LOS	Description
0%	-	60%	A	The intersection has no congestion.
60%	_	70%	В	The intersection has very little congestion.
70%	-	80%	Ü	The intersection has no major congestion.
80%	-	90%	D	The intersection normally has no congestion.
90%	-	100%	E	The intersection is on the verge of congested conditions.
100%	+		F	The intersection is over capacity.

The Synchro LOS analysis for the single unsignalized, stop-controlled study intersection assesses traffic operations by determining average vehicle delay for the stopped approach based on traffic volumes traveling through the intersection (**Table 2**). Typically, traffic operations at unsignalized intersections are evaluated largely to determine the potential need and feasibility of a new traffic signal installation.

#### **Table 2: Level of Service**

Highway Capacity Manual (HCM) Method Stop-Controlled Intersections

Average Delay per Vehicle (s)	LOS	Description
0 - 10	Α	Usually no conflicting traffic
10 - 15	В	Occasionally some delay
15 - 25	С	Delay noticeable, but not inconveniencing
25 - 35	D	Delay noticeable and irritating
35 - 50	E	Delay approaches tolerance level
50 +	F	Delay exceeds tolerance level



#### Starlight Cinema Expansion Traffic Impact Study



#### Significant Impact Criteria

In June 1990, the passage of California Proposition 111 instituted a requirement that each urbanized area in the state with a population of 50,000 or greater adopt a Congestion Management Program (CMP). In accordance with State legislation, the 2015 Orange County CMP has established a minimum LOS of LOS E for intersections along Valley View Street within the City of Garden Grove. Therefore, this study uses a minimum acceptable LOS of E for all study intersections.

For this study, the project is considered to have a significant traffic impact under the following scenarios:

- At signalized intersections with a pre-project LOS of E or better, the addition of the proposed project traffic results in an LOS of F.
- At signalized intersections with a pre-project LOS of F, the addition of the proposed project traffic
  increases the v/c ratio by 0.01 or more.
- At unsignalized intersections, the addition of the proposed project traffic to the opening day scenario is expected to result in the need for a new traffic signal installation. Further engineering analysis may be required to determine the feasibility of the new traffic signal installation.





#### II. PROPOSED PROJECT TRAFFIC PROJECTIONS

#### **Project Trip Generation**

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* – 10th Edition (2017) uses thousands of studies across the nation to determine common trip generation characteristics by land use. Using the *Manual*, the anticipated project trip generation was determined using parameters given by the appropriate ITE land use codes (**Table 3**). It is also common to determine the trip generation for the existing land use(s) at the project site and deduct those trips from the project trips to determine the net new trips generated. In this case, however, the project is proposing all new construction to replace a parking lot area and vacant building. Therefore, the existing traffic volumes do not include activity at existing facilities and thus the analysis applies no trip reductions for the prior activity at the site. Per the ITE trip generation rates, 110 vehicle trips and 211 vehicle trips are expected to access the project in the AM and PM peak hours, respectively.

Typically, a portion of trips accessing new commercial developments may be vehicles already present on the roadway system. Such trips are referred to as "pass-by" trips; i.e., vehicles already on the roadway that will make an intermediate stop at the development before continuing on their original routes. Pass-by trip percentages can range from a few percent for some specialized retail uses to as high as 80% for fast-food and/or coffee shops with drive-through lanes. Per the ITE *Trip Generation Handbook*, generalized traffic study data for land uses similar to those within the proposed project provided average pass-by trip rates of about 50% for the restaurant uses. Per discussions with City staff, a 20% pass-by trip reduction rate is also applied to the calculated car wash trip generation, while no pass-by trip reductions are applied to the cinema trips in order to provide a conservative "worst-case" analysis. However, per standard traffic engineering practices and typical project traffic characteristics, no pass-by trip reductions are applied at the project driveways.

Additionally, businesses located within commercial centers typically experience what is referred to as "internal trip capture," where some trips are made to more than one business at the site (e.g., a pharmacy and a laundromat, or a restaurant and a cinema, etc.). In some cases, the internal trip capture can result in a total trip reduction of as much as 15-20%. The proposed project site is located within an existing commercial area, where it is likely that patrons of the proposed project would enter the adjacent parking lots once and patronize several businesses in one trip. For this study, no internal trip capture rate is applied to provide a conservative "worst-case" analysis.

After determining the appropriate project trip generation and pass-by trip reductions, it is expected that the proposed project will generate approximately 71 net new trips in the AM peak hour and 153 net new trips in the PM peak hour, with approximately equal proportions of inbound and outbound trips.

**Table 3** gives the ITE land use codes and project trip generation, and trip reduction credits applied to this project for the typical weekday 24-hour, AM peak hour, and PM peak hour periods.





**Table 3: Proposed Project Trip Generation** 

Project Trip Generation									
Project Portion	ITE Land Use Code *	Gross Floor Area (sq. ft.)	Daily	1000000000000	Peak I hour 7-	Social designation of the contract of the cont	PM Peak Hour (one hour 4-6pm)		
				ln	Out	Total	ln	Out	Total
Starlight Cinema Expansion	444 : Movie Theater	2,800	220	0	0	0	25	21	46
Restaurant	932 : High-Tumover (Sit-Down) Restaurant	2,700	303	15	12	27	16	10	26
Jack in the Box (drive-through)	934 : Fast-Food Restaurant w. Drive-Through Window	1,870	881	38	37	75	32	29	61
Fast Express Car Wash	948: Automated Car Wash	4,194	156	5	3	8	39	39	78
Total Proj	ect Trip Generation	11,564	1,560	58	52	110	112	99	211

	Projec	t Trip (	Genera	ition with I	Pass-E	3y Tr	ip Cr	edits			
Project Portion	ITE Pass	-By Trip	Rates *	Gross Floor Area	Daily	AM Peak Hour (one hour 7-9am)			PM Peak Hour (one hour 4-6pm)		
	Daily	AM	РМ	(sq. ft.)		in	Out	Total	ln	Out	Total
Starlight Cinema Expansion	-		2,800	0	0	0	0	0	0	0	
Restaurant	43%	-	43%	2,700	130	0	0	0	7	4	11
Jack in the Box (drive-through)	50%	49%	50%	1,870	436	19	18	37	16	15	31
Fast Express Car Wash	20%			4,194	31	1	1	2	8	8	16
7	otal Pass-E	By Trip Cr	edits		597	20	19	39	31	27	58
	Net New P	roject Tr	ips		963	38	33	71	81	72	153

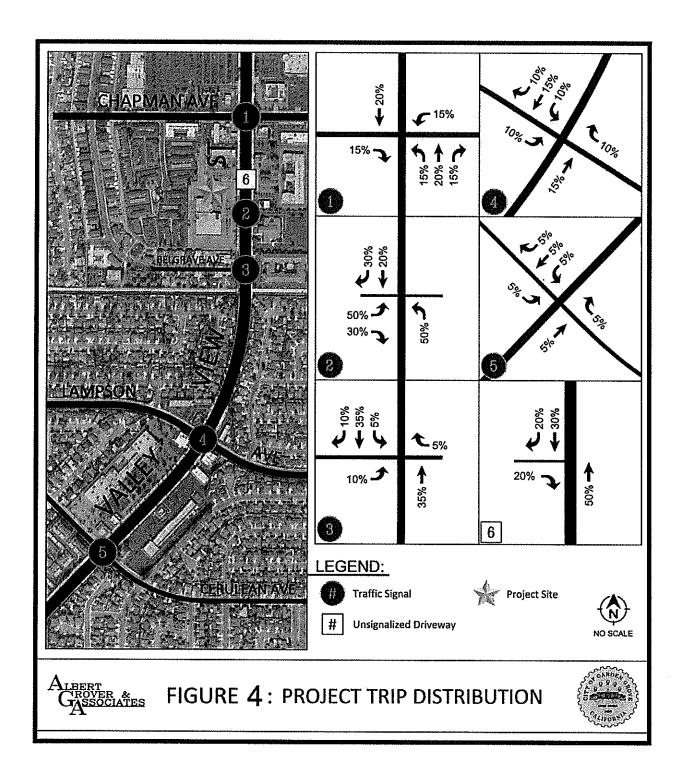
<sup>\*</sup> Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Ed. (2017)

#### **Project Trip Distribution and Assignment**

Once it is determined how many trips the proposed project is anticipated to generate, those vehicle trips are distributed over the nearby roadway network. Per the prevailing area traffic patterns and discussions with City staff, the project trips are assigned to the various movements at the study intersections in roughly similar proportions to the north and south of the project site. A graphical summary of the project trip distribution is given by percentage (**Figure 4**) as well as trip volumes (**Figure 5**).

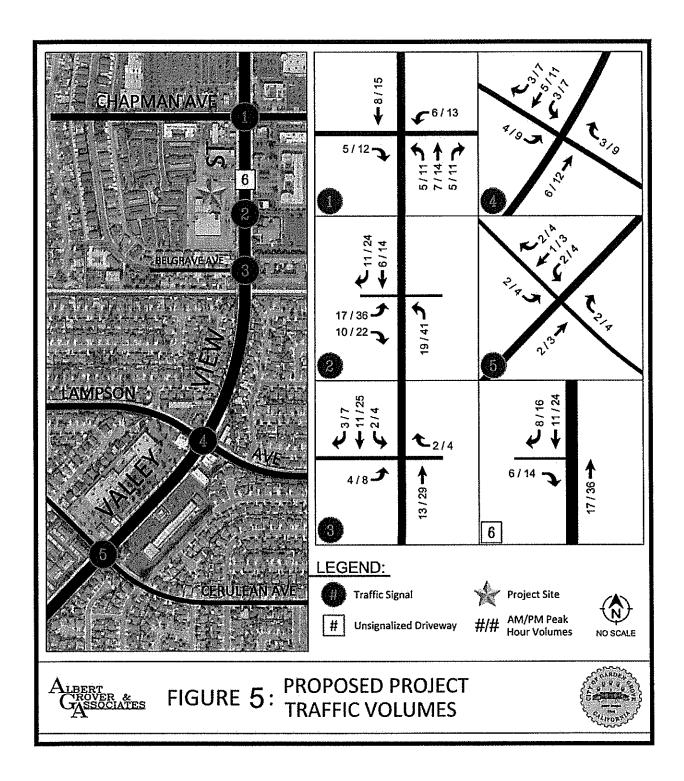
















#### III. EXISTING (YEAR 2018) LEVEL OF SERVICE ANALYSIS

#### **Existing Conditions**

The proposed project site is located within the existing commercial plaza on the southwest corner of the intersection of Valley View Street and Chapman Avenue. All study intersections (Figure 3) are signalized locations along Valley View Street, except the northerly project driveway (intersection no. 6) which is stop-controlled.

In the vicinity of the proposed project, Valley View Street is a six-lane, north-south roadway divided by a raised, landscaped median and designated by the City of Garden Grove General Plan as a major arterial. It provides access to the Interstate 405 (I-405) and State Route 22 (SR-22) freeways to the south of the study area. Chapman Avenue is a four-lane, east-west roadway designated as a primary arterial with a raised, landscaped median west of Valley View Street and a two-way left-turn median lane east of Valley View Street. Lampson Avenue is a four-lane, east-west roadway designated as a secondary arterial with a two-way left-turn median lane west of Valley View Street and a raised median east of Valley View Street. Both Belgrave Avenue and Cerulean Avenue are two-lane, undivided, east-west roadways providing access to residential areas and featuring on-street parking.

To establish a baseline analysis for existing conditions (year 2018), 24-hour roadway traffic counts and intersection turning movement counts—including pedestrian and bicyclist counts—were conducted within the study area (**Appendix B**). 24-hour roadway traffic volumes were collected on Tuesday, July 10, 2018, on Valley View Street both north and south of the proposed project site as well as on Chapman Avenue east of Valley View Street (**Table 4**). In the vicinity of the proposed project, Valley View Street carries approximately 50,000 vehicles daily in both directions as a major regional roadway. Chapman Avenue, also an arterial roadway, carries relatively low traffic volumes of about 12,000 daily vehicles.

**Table 4: 24-hour Roadway Traffic Volumes** 

Roadway	Location	Orientation	24-hour Volumes				
	Roadway Edition		NB/EB	SB/WB	Total		
	north of Chapman Avenue		29,256	23,956	53,212		
Valley View Street	south of Chapman Avenue	North-South	24,699	25,374	50,073		
	south of Lampson Avenue		24,826	23,724	48,550		
Chapman Avenue	east of Valley View Street	East-West	6,044	6,342	12,386		



#### Starlight Cinema Expansion Traffic Impact Study



As indicated by the 24-hour roadway volume data, traffic patterns within the study area reflect the most activity along Valley View Street. Turning movement data also collected on Tuesday, July 10, 2018, at the study intersections show that a significant proportion of traffic along Valley View Street within the study area accesses the I-405 and SR-22 freeways to the south of the project site. Currently, both project driveways on Valley View Street have relatively light traffic, with less than 30 inbound and outbound vehicles at either driveway in the AM and PM peak hours.

As a precaution, since the study data was collected during the summertime, when schools are out of session, the volumes at the major intersection of Valley View Street and Chapman Avenue were also compared to previous data from older studies within the project vicinity. Based on the comparison between 2018 data and traffic volumes collected in May and December of 2014, no consistent, significant deviations were observed in prevailing traffic patterns for either the AM or PM peak hours. That is, nearby schools and regional colleges being out of session did not provide a measurable seasonal increase or decrease in traffic volumes within the study area. Therefore, no seasonal traffic factor was applied to the traffic volume data.

**Figure 6** shows the existing traffic volumes during the AM and PM peak hours. The existing intersection LOS is summarized in **Table 5**, with detailed analysis worksheets provided in **Appendix C**. Under existing conditions, all study intersections operate at LOS D or better during both AM and PM peak hours.

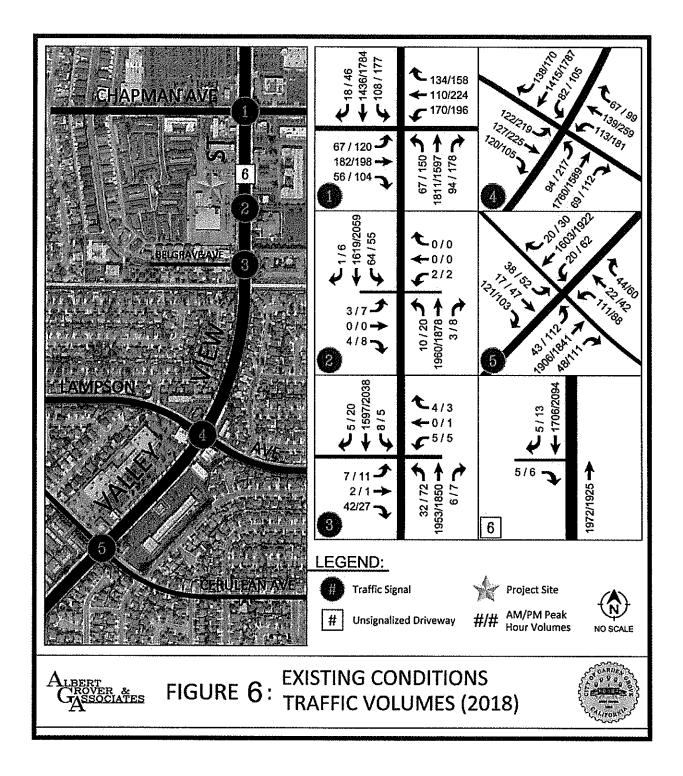
**Table 5: Existing Conditions Analysis (2018)** 

Intersection			ak Hr	PM Peak Hr		
Name	Control Type	V/C*	LOS	V/C*	LOS	
1 Valley View St @ Chapman Ave		0.700	В	0.733	С	
2 Valley View St @ Cinema dwy		0.646	В	0.607	В	
3 Valley View St @ Belgrave Ave	Traffic Signal	0.583	Α	0.672	В	
4 Valley View St @ Lampson Ave		0.740	C	0.843	D	
5 Valley View St @ Cerulean Ave		0.635	В	0.670	В	

<sup>\*</sup> V/C: volume-to-capacity ratio





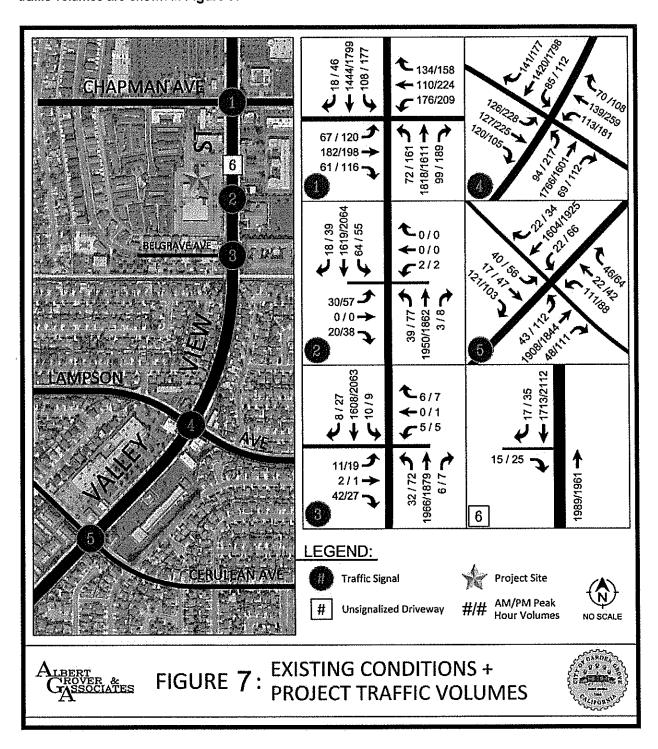






#### **Existing Conditions + Project Traffic**

To analyze the "existing conditions + project traffic" scenario, the expected project trips are added to the existing traffic volumes at the study intersections according to the anticipated project trip distribution, while the pass-by project trips are added back into the traffic volumes only at the project driveways. The resulting traffic volumes are shown in **Figure 7**.





#### Starlight Cinema Expansion Traffic Impact Study



The "existing conditions + project traffic" LOS analysis is summarized in **Table 6**, with detailed analysis worksheets provided in **Appendix C**.

**Table 6: Existing Conditions + Project Traffic Analysis** 

Intersection			ak Hr	PM Peak Hr		
Name	Control Type	V/C*	LOS	V/C*	LOS	
1 Valley View St @ Chapman Ave	Traffic Signal	0.705	С	0.745	С	
2 Valley View St @ Cinema dwy		0.644	В	0.674	В	
3 Valley View St @ Belgrave Ave		0.586	A	0.678	В	
4 Valley View St @ Lampson Ave		0.741	C	0.853	D	
5 Valley View St @ Cerulean Ave		0.635	В	0.671	В	

<sup>\*</sup> V/C: volume-to-capacity ratio

When adding the anticipated project trips to existing traffic flows, all study intersections are expected to continue operating at LOS D or better during both the AM and PM peak hours. The addition of the anticipated project trips is expected to have a minimal effect on traffic operations within the study area.





#### IV. PROJECT OPENING DAY (YEAR 2019) LEVEL OF SERVICE ANALYSIS

#### **Ambient Area Growth**

Should the City approve the proposed project, it is expected to open for business (i.e., construction would be completed and the project fully occupied) in 2020. To assess the future anticipated traffic conditions, the baseline opening day traffic conditions consider additional traffic volumes attributable to ambient area growth. Per discussions with City staff, near-term traffic growth rates in the study area are expected to be approximately one percent per year. Therefore, existing traffic volumes were increased by two percent to reflect the anticipated regional ambient growth from 2018 to 2020.

#### **Related Projects Analysis**

Typically, additional traffic from planned and approved projects ("related projects") within the vicinity of the proposed project site that could be completed by the project opening year are also added to the opening day traffic volumes. A list detailing planned and approved projects—including land use type, project size, and expected trip generation—obtained from City staff revealed that no development projects are planned to be completed by the project opening year within a one-half-mile radius of the proposed project site. Therefore, no additional vehicle trips are added to the opening day analysis for related projects.

#### **Opening Day Conditions (without Project)**

With the anticipated traffic from the ambient area growth added to the existing traffic volumes (**Figure 8**), all study intersections are still expected to operate at LOS D or better during both the AM and PM peak hours (**Table 7**).

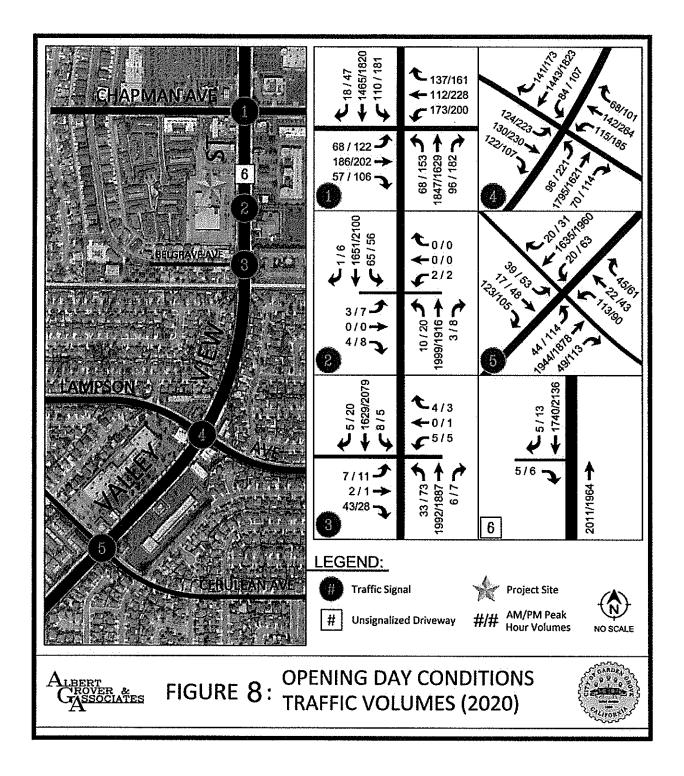
**Table 7: Opening Day Conditions Analysis (2020)** 

Intersection			AM Peak Hr		PM Peak Hr	
Name	Control Type	V/C*	LOS	V/C*	Los	
1 Valley View St @ Chapman Ave	Traffic Signal	0.709	C	0.743	С	
2 Valley View St @ Cinema dwy		0.654	В	0.615	В	
3 Valley View St @ Belgrave Ave		0.589	A	0.679	В	
4 Valley View St @ Lampson Ave		0.747	C	0.856	D	
5 Valley View St @ Cerulean Ave		0.642	В	0.679	В	

<sup>\*</sup> V/C: volume-to-capacity ratio





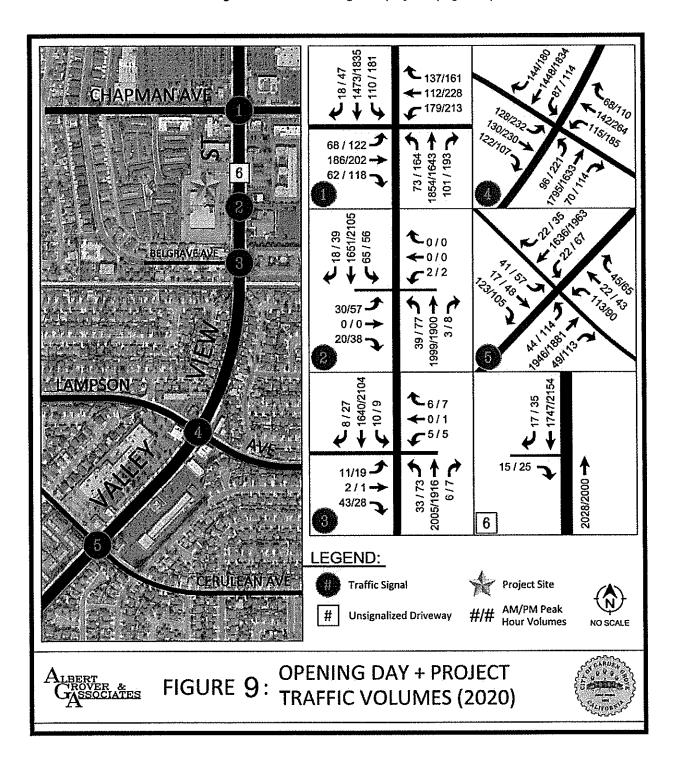






#### **Opening Day Conditions + Project Traffic**

To assess the anticipated impacts of the proposed project on its opening day (year 2020), the anticipated project trips (Figure 5) are added to the "opening day without project" analysis, which includes expected traffic volumes from ambient area growth and related regional projects (Figure 9).





#### Starlight Cinema Expansion Traffic Impact Study



The intersection LOS analysis for the "opening day + project traffic" scenario is summarized in **Table 8**, with detailed analysis worksheets provided in **Appendix C**.

Table 8: Opening Day + Project Traffic Analysis

Intersection			AM Peak Hr		PM Peak Hr	
Name	Control Type	V/C*	LOS	V/C*	Los	
1 Valley View St @ Chapman Ave	Traffic Signal	0.714	С	0.756	С	
2 Valley View St @ Cinema dwy		0.654	В	0.682	В	
3 Valley View St @ Belgrave Ave		0.592	A	0.686	В	
4 Valley View St @ Lampson Ave		0.748	С	0.866	D	
5 Valley View St @ Cerulean Ave		0.643	В	0.679	В	

<sup>\*</sup> V/C: volume-to-capacity ratio

With the anticipated traffic from the proposed project and ambient area growth added to the existing traffic volumes, all study intersections are expected to continue operating at LOS D or better during both the AM and PM peak hours. The addition of the anticipated project trips is expected to have a minimal effect on opening day traffic operations within the study area, with at most a 0.013 increase in v/c ratio at any study location.





#### V. Drive-Through Queuing Analysis

Due to the proximity of the proposed Jack in the Box and Fast Express Car Wash drive-through entrances to the project site driveways, an analysis of anticipated drive-through queues was also conducted.

#### **Proposed Jack in the Box Drive-Through**

The proposed project site plan includes a fast-food restaurant drive-through service with one approach lane, providing storage capacity for up to eight vehicles from the pickup window to the back of the queue lane. In order to determine anticipated drive-through queues for the proposed Jack in the Box, a queuing analysis was conducted at the existing Jack in the Box restaurant with drive-through service located at 8971 Garden Grove Boulevard on the northwest corner of the intersection of Garden Grove Boulevard and Magnolia Street.

The Jack in the Box location on Garden Grove Boulevard was chosen as a similar site to study due to its location on an arterial roadway with freeway access: like Valley View Street, Magnolia Street provides north-south access to regional destinations as well as the SR-22 freeway. Queue lengths were observed and noted at five-minute intervals over the two-hour peak lunch period from 11:00am to 1:00pm on Wednesday, August 29, 2018, and Saturday, September 8, 2018, as well as during the two-hour evening peak period from 4:00pm to 6:00pm on the Wednesday only. The data collected shows a maximum queue length of five vehicles on the typical weekday and six vehicles on the typical Saturday. These peak queues are expected to be accommodated by the proposed eight-car storage lane; therefore, it is not anticipated that queues in the Jack in the Box drive-through would exceed the proposed storage capacity to back up into either the on-site parking lot or the project driveway(s).

#### **Proposed Fast Express Car Wash Drive-Through**

The proposed project site plan also includes a drive-through car wash service with two approach lanes, providing storage capacity for up to seventeen vehicles from the pay station to the back of the queue lanes. In order to determine anticipated drive-through queues for the proposed Fast Express Car Wash, queuing data was obtained from a study conducted at the existing Fast Express locations in Norwalk and Pico Rivera in February 2018. Queue lengths for both approach lanes were observed and noted at five-minute intervals from 11:00am to 6:00pm on Thursday, February 1, 2018, and Saturday, February 3, 2018.

Across the study, the Saturday midday period was the busiest, while the Pico Rivera site had larger queues than the Norwalk site. The data collected shows a maximum queue length of six vehicles on the typical weekday, occurring in the evening around 4:15pm and sixteen vehicles on the typical Saturday, occurring around 11:50am. These peak queues are expected to be accommodated by the proposed seventeen-car storage capacity; therefore, it is not anticipated that queues in the Fast Express drive-through would exceed the proposed storage capacity to back up into either the on-site parking lot or the project driveway(s).





# **Table 9: Queuing Study Data**

Jack in the Box | 8971 Garden Grove Blvd

Wednesday, Aug 29, 2018				Saturday, Sep 08, 2018					
100 (100 (100 (100 (100 (100 (100 (100	Time	Max Queue (veh)	Average Queue		Time	Max Queue (veh)	Average Queue		
ch)	11:15 AM	2	3		11:00 AM	5	<i>3</i>		
	11:20 AM	4			11:05 AM	6*			
	11:25 AM	4			11:10 AM	6*			
	11:30 AM	3			11:15 AM	4			
	11:35 AM	2			11:20 AM	1			
In]	11:40 AM	2		2	11:25 AM	0			
Midday (Lunch)	11:45 AM	2		5		11:30 AM	1	3	
Ź	11:50 AM	1				11:35 AM	1		
	11:55 AM	0					11:40 AM	3	
	12:00 PM	2				11:45 AM	3		
	12:05 PM	3		ੀ ਵ	11:50 AM	1			
5	12:10 PM	5*			Midday (Lunch)	11:55 AM	2		
44 (44 (6 44 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (	4:00 PM	0	3	3	Iday	12:00 PM	2		
	4:05 PM	1			Σi	12:05 PM	2		
	4:10 PM	3				12:10 PM	2		
	4:15 PM	3				12:15 PM	2		
ner)	4:20 PM	2				12:20 PM	5		
(Dinner)	4:25 PM	2				12:25 PM	4	2	
Evening (	4:30 PM	2				12:30 PM	3	3	
Ever	4:35 PM	5 *					12:35 PM	4	
	4:40 PM	4					12:40 PM	6*	
	4:45 PM	3			4 (4) (3)	12:45 PM	5		
	4:50 PM	2			12:50 PM	2			
	4:55 PM	3			12:55 PM	2			

<sup>\*</sup> Maximum queue size on this day





# **Table 10: Queuing Study Data**

Fast Express Car Wash | Saturday, February 3, 2018

Norwalk			Pico Rivera					
Time	Max Queue (veh)	Average Hourly Queue	Time	Max Queue (veh)	Average Hourly Queue			
11:00 AM	3		1:00 PM	4				
11:05 AM	4		1:05 PM	6				
11:10 AM	7		1:10 PM	4				
11:15 AM	8		1:15 PM	6				
11:20 AM	9		1;20 PM	5				
11:25 AM	9		1:25 PM	7	8			
11:30 AM	11	9	1:30 PM	7	8			
11:35 AM	10		1:35 PM	7				
11:40 AM	8		1:40 PM	8				
11:45 AM	13 *		1:45 PM	15				
11:50 AM	9		1:50 PM	16 *				
11:55 AM	11		1:55 PM	15				
12:00 PM	13 *		2:00 PM	7				
12:05 PM	13 *		2:05 PM	6				
12:10 PM	11		2:10 PM	4				
12:15 PM	12		2:15 PM	7				
12:20 PM	11	10	2:20 PM	7				
12:25 PM	10		2:25 PM	10				
12:30 PM	7		2:30 PM	4	] /			
12:35 PM	12		2:35 PM	5				
12:40 PM	10		2:40 PM	9				
12:45 PM	9		2:45 PM	10				
12:50 PM	6		2:50 PM	11				
12:55 PM	6		2:55 PM	7				

<sup>\*</sup> Maximum queue size at this location





#### VI. SUMMARY AND CONCLUSIONS

A project is proposed to construct a cinema expansion, two restaurants, and a car wash within the Starlight Cinemas plaza on the west side of Valley View Street south of Chapman Avenue in the City of Garden Grove. Anticipated project trip generation and distribution are based on the ITE *Trip Generation Manual* as well as discussion with City staff and include trip credits for pass-by vehicle trips but no internal capture reductions. This results in an expected 71 net new trips in the AM peak hour and 153 net new trips in the PM peak hour on the City's roadway network.

Although Valley View Street is included in the Orange County Congestion Monitoring Program (CMP) network, this project is not expected to result in significant impact to any intersections along Valley View Street, nor to the nearest mainline freeways, Interstate 405 (I-405) and State Route 22 (SR-22). This study also includes a review of project site access and circulation, including drive-through queuing and parking. Overall, the proposed project site plan is expected to provide adequate traffic operations.

The study considers four analysis scenarios at six study intersections as outlined below:

#### **Analysis Scenarios:**

- Existing conditions (year 2018)
- Existing conditions + project traffic
- Opening day conditions (year 2020)
- Opening day conditions + project traffic

#### **Study Intersections:**

- 1. Valley View Street @ Chapman Avenue
- 2. Valley View Street @ Cinema Driveway
- 3. Valley View Street @ Belgrave Avenue
- 4. Valley View Street @ Lampson Avenue
- 5. Valley View Street @ Cerulean Avenue
- 6. Project driveway @ Valley View Street

Traffic operations analyses for the existing conditions are based on traffic volume data collected in July 2018. For the opening day scenarios, the analysis also considers expected ambient area growth. To qualify the analysis results, Synchro traffic analysis software is used to rank traffic operations at the signalized study intersections from LOS A to F based on volume-to-capacity (v/c) ratios. The analysis results for all scenarios are summarized in **Tables 11 and 12** for the AM and PM peak hours, respectively.

Under existing conditions, the study intersections operate at LOS D or better during both the AM and PM peak hours. Under the future conditions before project opening, the study intersections are expected to continue operating at LOS D or better during both the AM and PM peak hours.

Per the analysis, the project is expected to produce no significant traffic impacts at the study intersections during the peak hours. With the addition of the anticipated project traffic, all study intersections are expected to operate at acceptable LOS of D or better during both the AM and PM peak hours, with no more than a 1.3% increase in v/c ratios in the project opening day scenario. Therefore, no traffic mitigation measures are recommended for the proposed project.





### **Table 11: Intersection LOS Analysis Summary**

AM Peak Hour

		Exist Condi (201	tions	The state of the s	ing Co roject	nditions Fraffic	Openir Condi (20:	tions		penin Condit roject	
	Intersection	V/C*	Los	VÇ*	LOS	Significant Impact	V/C*	Los	V/C*	LOS	Significant Impact
1	Valley View St @ Chapman Ave	0.700	В	0.705	С	NO	0.709	С	0.714	С	NO
2	Valley View St @ Cinema dwy	0.646	В	0.644	В	NO	0.654	В	0.654	В	NO
3	Valley View St @ Belgrave Ave	0.583	Α	0.586	А	NO	0.589	Α	0.592	А	NO
4	Valley View St @ Lampson Ave	0.740	С	0.741	С	NO	0.747	С	0.748	С	NO
5	Valley View St @ Cerulean Ave	0.635	В	0.635	В	NO	0.642	В	0.643	В	NO

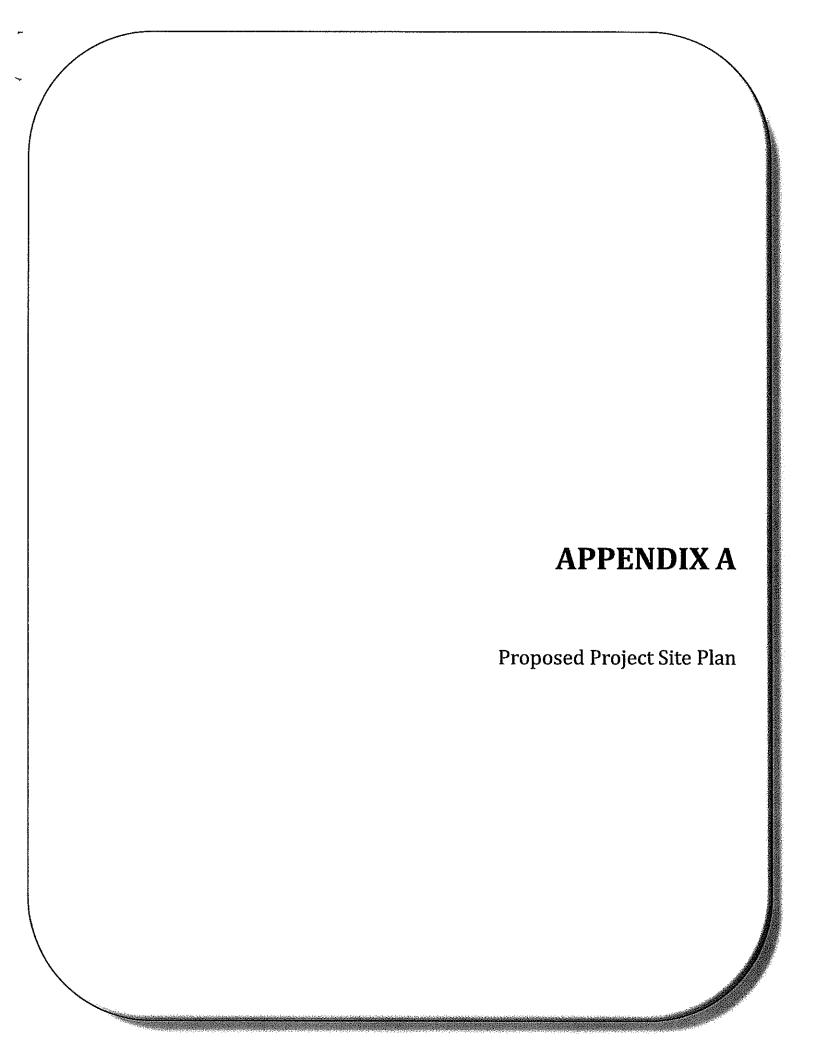
### **Table 12: Intersection LOS Analysis Summary**

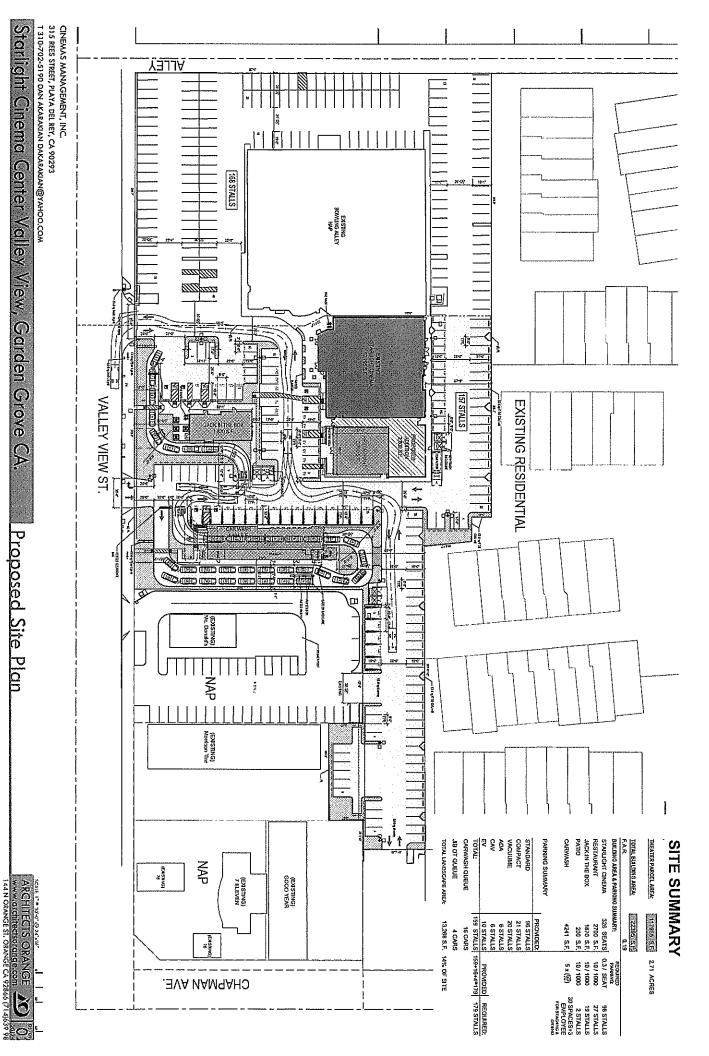
PM Peak Hour

Ī			Exist Condi (201	tions	5	ing Co roject	nditions Traffic	Openir Condi (20)	tions		pening Condit roject	Fire Contract Transfer of the Contract
		Intersection	V/C*	LOS	V/C*	Los	Significant Impact	V/C*	LOS	V/C*	LOS	Significant Impact
3	1	Valley View St @ Chapman Ave	0.733	n	0.745	С	NO	0.743	С	0.756	С	NO
	2	Valley View St @ Cinema dwy	0.607	В	0.674	В	NO	0.615	В	0.682	В	NO
	3	Valley View St @ Belgrave Ave	0.672	В	0.678	В	NO	0.679	В	0.686	В	NO
I	4	Valley View St @ Lampson Ave	0.843	D	0.853	D	NO	0.856	D	0.866	D	NO
	5	Valley View St @ Cerulean Ave	0.670	В	0.671	В	NO	0.679	В	0.679	В	NO

<sup>\*</sup> V/C: volume-to-capacity ratio







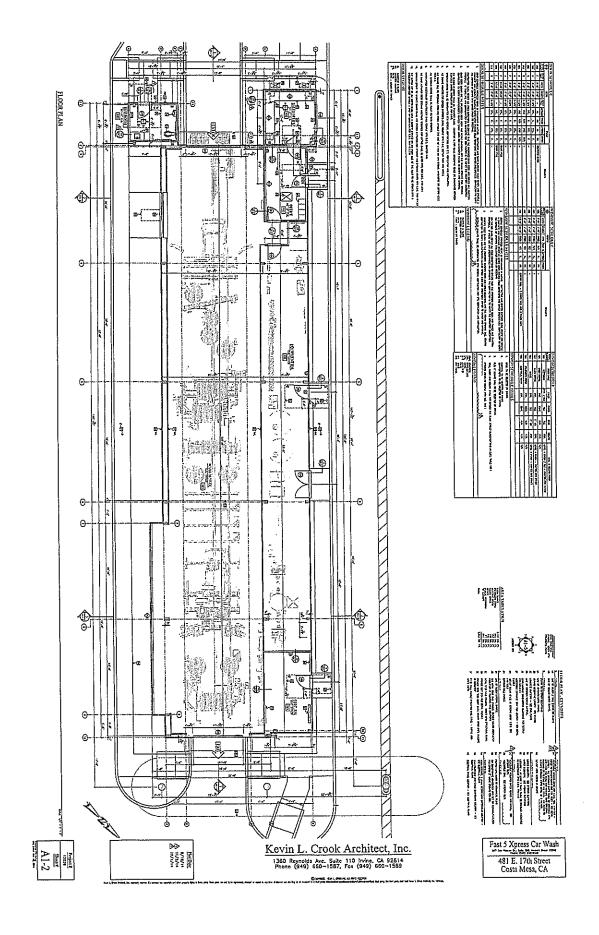
THEATER FLOOR

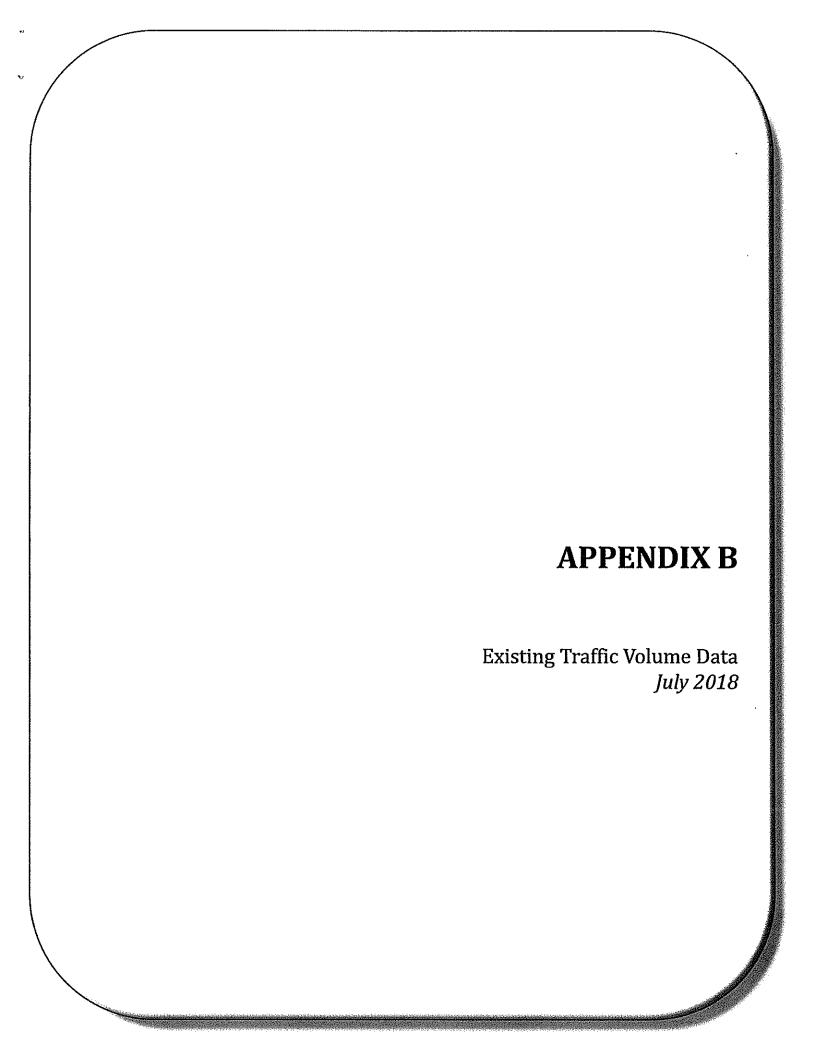
Cinemas Management, Inc. 315 Rees Street, Maya Del Rey, CA 90293 T 316-792-5190 Den Absrekten dekarokten@yahoa.com

### **BUILDING SUMMARY**

ECETION DUILDING AREA:	10,705 B.F. 2,848 B.F. 11,841 B.F.
AUDITORIUM 1	135 *4 ADA SEATS
AUDITORIUM 2	27 • 2 ADA SEATS
ALIOTORUS 3	21 • 2 ADA SEATS
ALIDITORIUM 4	27 • 2 ADA SEATS
AUDITORNUM B	35 + 2 ADA SEATB
WINDLOOM &	05 + 4 ADA BEATS

YOTAL NUMBER OF SEATH 310 + 16 AGA SEATS





### Prepared by NDS/ATO

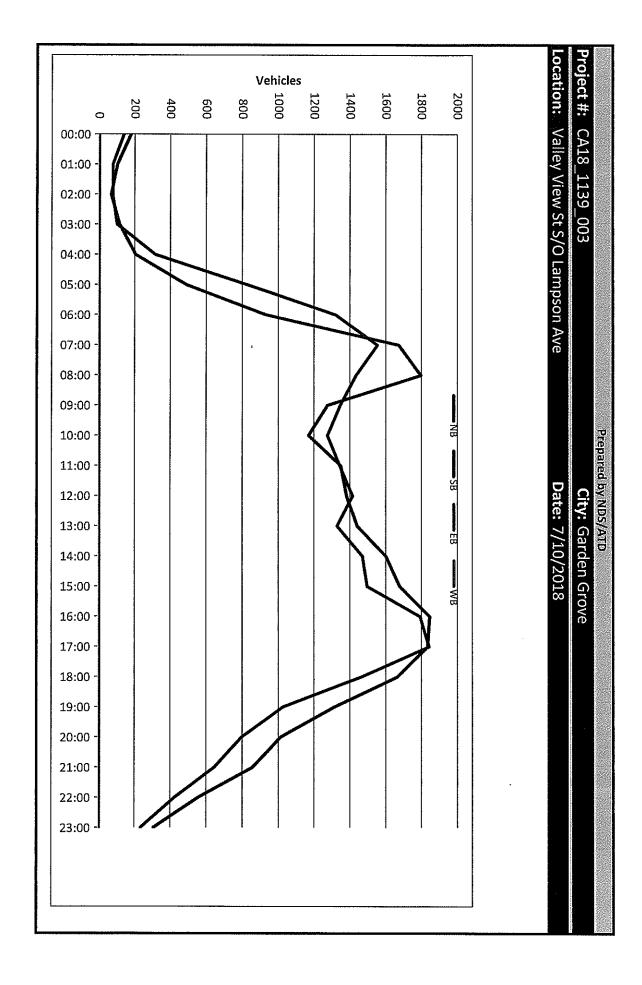
### VOLUME

### Valley View St S/O Lampson Ave

Day: Tuesday Date: 7/10/2018 City: Garden Grove Project #: CA18\_1139\_003

	n/	AILY T	TOT A	I C		NB	SB		EB		WB						To	
	101	VIL I				24,826	23,724	- 14.75	0		0						48,	550
AM Period	NB		SB		EB	WB	TOTA	\L	PM Period	NB		SB		EB	W	/B	TO	TAL
00:00	53		49				102		12:00	313		333					646	
00:15	58		25				83	-40	12:15	362		382					744	
00:30	36		41				77		12:30	354		327					681	
00:45	30	177	23	138				315	12:45	352	1381	372	1414				724	2795
01:00	30		21				51		13:00	305	4002	315					620	
01:15	21		24				45		13:15	350		320					670	
01:30	19		18				37	9	13:30	363		356					719	
01:45	32	102	14	77				179	13:45	422	1440	337	1328				759	2768
02:00	15	104	9	/./	-		24		14:00	374		352	1320				726	2700
02:15	17		15				32		14:15	383		385					768	
02:30			30						14:30									
	17			76			47			382	4.000	369	* * * * * * * * * * * * * * * * * * * *				751	
02:45	_18	67	22	76				143	14:45	461	1600	362	1468		•		823	3068
03:00	25		18				43		15:00	393		362					755	
03:15	21		23				44		15:15	430		336					766	
03:30	26		25				51		15:30	385		404					789	
03:45	42	114	34	100				214	15:45	470	1678	393	1495				863	3173
04:00	22		41				63		16:00	431		423					854	
04:15	32		62				94		16:15	459		452					911	
04:30	66		89				155		16:30	451		448					899	
04:45	83	203	122	314			205 5	517	16:45	504	1845	468	1791				972	3636
05:00	73		119				192		17:00	446		523					969	
05:15	109		194				303		17:15	535		452					987	
05:30	154		260				414		17:30	446		461					907	
05:45	153	489	254	827				316	17:45	406	1833	405	1841				811	3674
06:00	167		271	<del></del>			438		18:00	454		406					860	
06:15	195		342				537		18:15	444		431					875	
06:30	252		339				591		18:30	404		325					729	
06:45	316	930	368	1320				250	18:45	362	1664	301	1463				663	3127
07:00	357	330	360	1320			717	230	19:00	379	1004	277	1403				656	3127
07:15									19:15								614	
	374		401				775			339		275						
07:30	408	4672	394	4553			802	35 (8)	19:30	326	4040	236	4024				562	
07:45	533	1672	397	1552				224	19:45	268	1312	236	1024				504	2336
08:00	418		359				777		20:00	254		214					468	
08:15	500		374				874		20:15	255		197					452	
08:30	400		352				752		20:30	221		208					429	
08:45	479	1797	348	1433				230	20:45	282	1012	177	796				459	1808
09:00	332		345				677		21:00	235		176					411	
09:15	337		318				655		21:15	241		154					395	
09:30	306		324				630		21:30	187		161					348	
09:45	300	1275	359	1346			659 2	621	21:45	193	856	155	646				348	1502
10:00	292		301				593		22:00	165		127					292	
10:15	291		357				648		22:15	123		106					229	
10:30	269		315				584		22:30	152		84					236	
10:45	317	1169	301	1274				443	22:45	115	555	107	424				222	979
11:00	324		308				632		23:00	87		61	:-:-				148	
11:15	360		348				708		23:15	76		67					143	
11:30	300		336				636		23:30	92		51					143	
11:45		1349	351	1343				con	23:45	51	and	55	234				106	E AO
TOTALS	202	9344	221	9800			e entre en	692 9144	TOTALS	21	306 15482	22	13924		64 (S) (A		TOD	540 29406
							857 1657 1657											
SPLIT %		48,8%		51.2%			3	9.4%	SPLIT %		52.6%		47,4%					60.6%

	DAILV TOTAL		NB	SB	EB	WB			Total
	DAILT TOTALS		24,826	23,724	0	0			48,550
AM Peak Hour	07;30 0	7;00		07:30	PM Peak Hour	16:30	16:45		16:45
AM Pk Volume	1859 1	552		3383	PM Pk Volume	1936	1904		3835
Pk Hr Factor	0,872 0	968		0.909	Pk Hr Factor	0,905	0,910		0,971
7 - 9 Volume	3469 2	985 0		ŭ 6454	4 - 6 Volume	3678	3632	0 0	7310
7 - 9 Peak Hour	07:30 0	7:00		07:30	4 - 6 Peak Hour	16:30	16;45		16:45
7 - 9 Pk Valume	1859 1	552 0		0 3383	4 - 6 Pk Volume	1936	1904	0 0	3835
Pk Hr Factor	0.872 0.	968 0,000	0.	000 0.909	Pk Hr Factor	0.905	0.910	0.000 0.00	io <b>0,971</b>



### Prepared by NDS/ATO

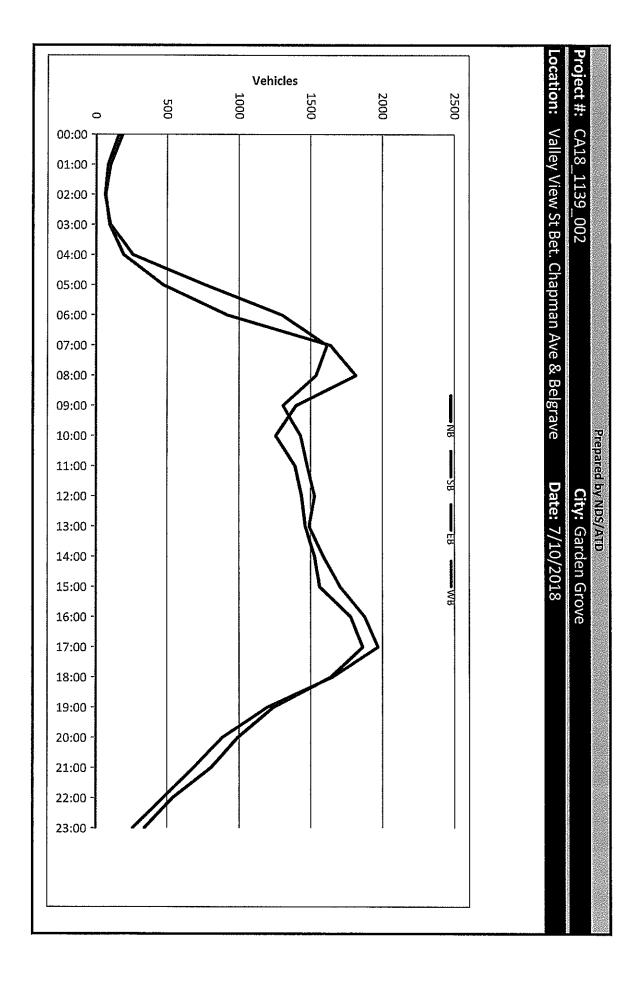
### VOLUME

### Valley View St Bet. Chapman Ave & Belgrave Ave

Day: Tuesday Date: 7/10/2018 City: Garden Grove Project #: CA18\_1139\_002

	יח	AILY 1	rot A	i C		NB	SB	EB		WB				Total
	וט	- III	, U 1 F	,L)		24,699	25,374	0		0				50,073
AM Period	NB		SB		EB	WB	TOTAL	PM Period	NB		SB	EB	WB	TOTAL
00:00	60		49				109	12:00	332		376			708
00:15	55		39				94	12:15	338		419			757
00:30	35		47				82	12:30	415		328			743
00:45	35	185	24	159			59 344	12:45	351	1436	402	1525		753 2961
01:00	25		22				47	13:00	334		348			682
01:15	20		32				52	13:15	406		381			787
01:30	25		14				39	13:30	362		384			746
01:45	33	103	18	86			51 189	13:45	359	1461	374	1487		733 2948
02:00	17		15				32	14:00	365		383			748
02:15	18		11				29	14:15	333		398			781
02:30	20		18				38	14:30	408		376			784
02:45	14	69	21	65			35 134	14:45	420	1526	430	1587		850 3113
03:00	14		13				27	15:00	410		395			805
03:15	24		26				50	15:15	372		407			779
03:30	26		30				56	15:30	389		463			852
03:45	33	97	33	102			66 199	15:45	390	1561	437	1702		827 3263
04:00	22		26				48	16:00	439		413			852
04:15	36		58				94	16:15	443		482			925
04:30	66		90				156	16:30	440		480			920
04:45	70	194	86	260			156 454	16:45	454	1776	500	1875		954 3651
05:00	78		121				199	17:00	478		523			1001
05:15	92		148				240	17:15	470		497			967
05:30	132		256				388	17:30	443		466			909
05:45	171	473	240	765			411 1238	17:45	470	1861	482	1968		952 3829
06:00	154		280				434	18:00	453	1001	476	2300		929
06:15	177		331				508	18:15	468		449			917
06:30	224		375				599	18:30	388		360			748
06:45	362	917	313	1299			675 2216	18:45	328	1637	363	1648		691 3289
07:00	297		390			****	687	19:00	349		364		<del>~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~</del>	713
07:15	364		400				764	19:15	327		311			638
07:30	473		436				909	19:30	279		268			547
07:45	502	1636	386	1612			888 3248	19:45	282	1237	250	1193		532 2430
08:00	458		394				852	20:00	280		238			518
08:15	448		413				861	20:15	272		239			511
08:30	464		365				829	20:30	225		198			423
08:45	443	1813	363	1535			806 3348	20:45	212	989	208	883		420 1872
09:00	401		325				726	21:00	230		205			435
09:15	315		376				691	21:15	200		182			382
09:30	371		308				679	21:30	205		155			360
09:45	311	1398	295	1304			606 2702	21:45	170	805	142	684		312 1489
10:00	288		359				647	22:00	151		157			308
10:15	317		334				651	22:15	148		131			279
10:30	308		373				681	22:30	136		100			236
10:45	342	1255	362	1428			704 2683	22:45	103	538	84	472		187 1010
11:00	319		311				630	23:00	100		79			179
11:15	332		397				729	23:15	88		60			148
11:30	342		369				711	23:30	83		76			159
11:45	397	1390	397	1474			794 2864	23:45	71	342	46	261		117 603
TOTALS		9530		10089			19619	TOTALS		15169		15285		3045
SPLIT %		48.6%		51.4%			39.2%	SPLIT %		49.8%		50.2%		60,8
DLrii Vi		70.070					33,270	SELLI 70		47.070		JU1270		90.8

	DAILY TOTALS		NB	SB	EB	WB			Total
	DAILT TOTALS		24,699	25,374	0	0			50,073
AM Peak Hour	07:30 07:3	10		07:30	PM Peak Hour	17:00	16:30	- 10	16;30
AM Pk Volume	1881 162	9		3510	PM Pk Volume	1861	2000		3842
Pk Hr Factor	0,937 0,93	4		0.965	Pk Hr Factor	0.973	0.956		0,960
7 - 9 Volume	3449 314	7 0	0	6596	4 - 6 Volume	3637	3843	0 0	7480
7 - 9 Peak Hour	07:30 07:3	10		07:30	4 - 6 Peak Hour	17:00	16:30		16:30
7 - 9 Pk Volume	1881 162	9 0	0	3510	4 - 6 Pk Volume	1861	2000	0 0	3842
Pk Hr Factor	0,937 0,93	4 0.000	0.000	0.965	Pk Hr Factor	0,973	0.956	0.000 0.000	0.960



### Prepared by NDS/ATO

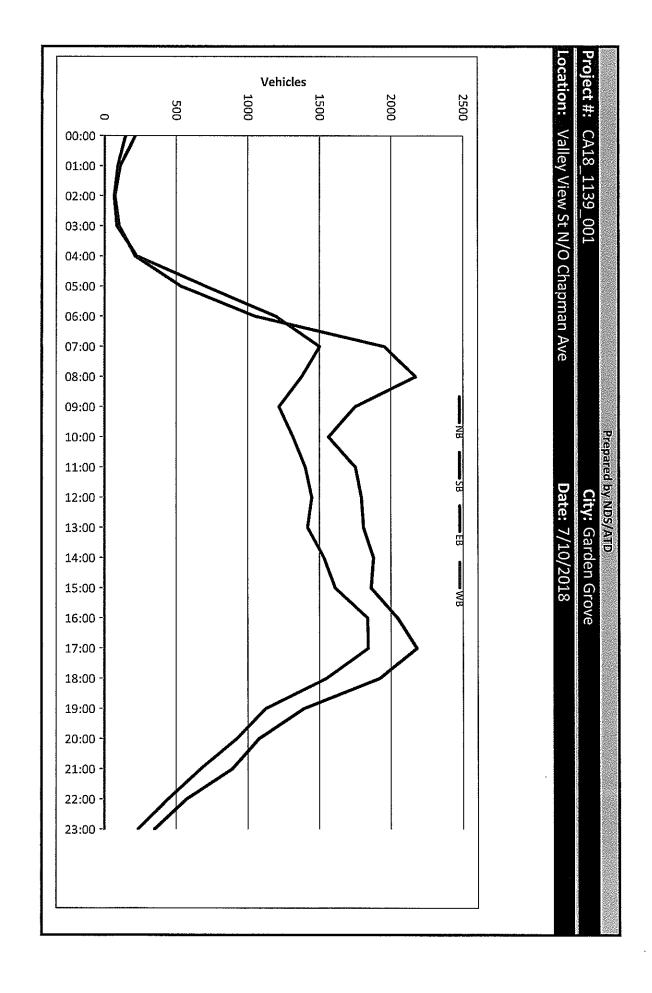
### VOLUME

### Valley View St N/O Chapman Ave

Day: Tuesday Date: 7/10/2018 City: Garden Grove Project #: CA18 1139 001

WB NB SB EB Total **DAILY TOTALS** 29,256 23,956 53,212 WB TOTAL PM Period EB WB **TOTAL** AM Period NB EB NB SB SB 00:00 1.00 12:00 00:15 12:15 00:30 12:30 00:45 12:45 <u>355</u> 01:00 13:00 01:15 13:15 01:30 13:30 01:45 13 13:45 14:00 02:00 02:15 14:15 14:30 02:30 02:45 14:45 03:00 15:00 03:15 15:15 03:30 15:30 15:45 03:45 16:00 04:00 04:15 16:15 16:30 04:30 <u> 165</u> 16:45 04:45 1014 233 17:00 05:00 17:15 05:15 05:30 17:30 05:45 17:45 06:00 18:00 06:15 18:15 06:30 18:30 18:45 06:45 681. 07:00 19:00 07:15 19:15 07:30 19:30 19:45 301 <u>533</u> 07:45 20:00 08:00 20:15 08:15 423 08:30 20:30 20:45 08:45 09:00 21:00 09:15 21:15 09:30 21:30 21:45 09:45 22:00 10:00 22:15 10:15 712 22:30 10:30 10:45 22:45 23:00 11:00 23:15 11:15 23:30 11:30 3<u>50</u> 11:45 23:45 TOTALS TOTALS SPLIT % 55.2% SPLIT % 45.1% 44.8% 39.1% 54.9% 60.9%

	DAILY TOT	ALC		NB	SB		EB	WB				Total
	DAILT TOT	ALS		29,256	23,956	1.5	0	0				53,212
AM Peak Hour	07:30	07:15				07:30	PM Peak Hour	17:00	16:30			16:30
AM Pk Volume	2240	1503				3706	PM Pk Volume	2178	1915			4041
Pk Hr Factor	0.952	0,930		0.56		0,961	Pk Hr Factor	0,950	0.975			0,962
7 - 9 Valume	4124	2875	O O		0	6999	4 - 6 Volume	4223	3675	0	0	7898
7 - 9 Peak Hour	07:30	07:15				07:30	4 - 6 Peak Hour	17:00	16:30			16:30
7 - 9 Pk Valume 🦠	2240	1503	ů.		0	3706	4 - 6 Pk Volume	2178	1915	0	0	4041
Pk Hr Factor	0.952	0.930	0.000		0.000	0.961	Pk Hr Factor	0.950	0,975	0.000	0.000	0.962



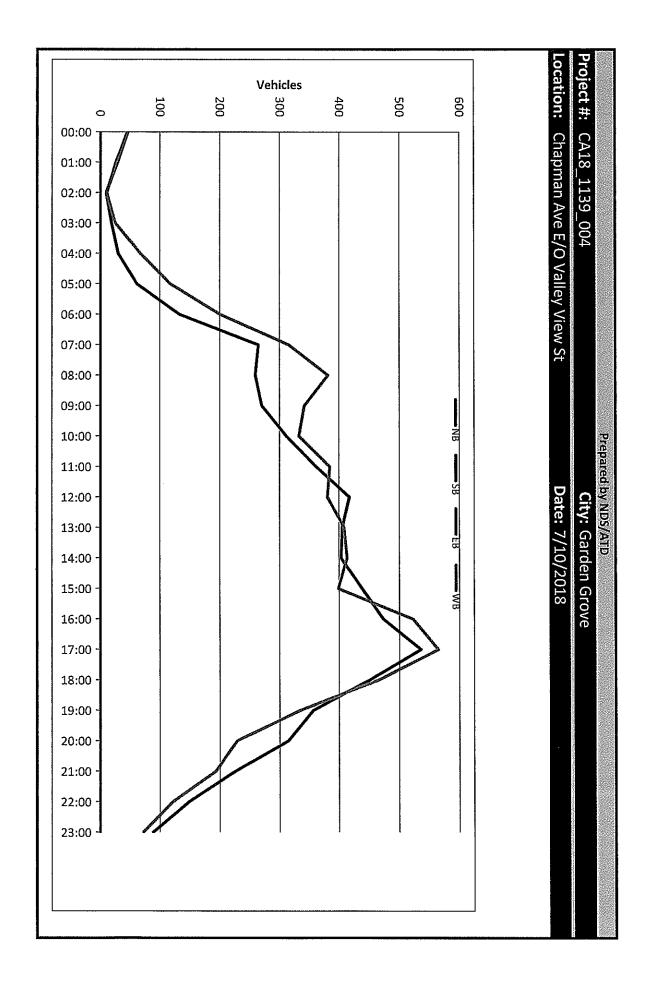
### **VOLUME**

### Chapman Ave E/O Valley View St

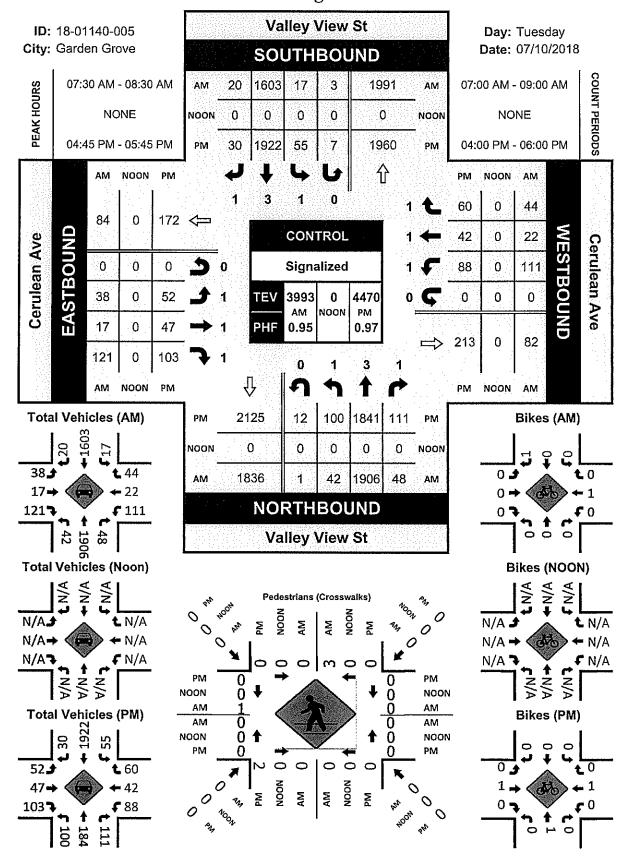
Day: Tuesday Date: 7/10/2018 City: Garden Grove Project #: CA18\_1139\_004

NB SB EB WB: Total **DAILY TOTALS** 6,044 6,342 12,386 TOTAL AM Period NB TOTAL SB EB WB PM Period NB SB EB WB 00:00 12:00 00:15 12:15 00:30 12:30 00:45 12:45 01:00 13;00 01:15 13:15 01:30 13:30 01:45 13:45 02:00 14:00 02:15 14:15 02:30 14:30 14:45 02:45 03:00 15:00 15:15 03:15 03:30 15:30 15 03:45 15:45 04:00 16:00 04:15 16:15 04:30 16:30 04:45 16:45 05:00 17:00 05:15 17:15 05:30 17:30 17:45 05:45 06:00 18:00 06:15 18:15 18:30 06:30 06:45 18:45 141 07:00 19:00 07:15 19:15 07:30 19:30 07:45 19:45 08:00 20:00 08:15 20:15 08:30 178 20:30 20:45 53 08:45 59 112 21:00 09:00 21:15 110 09:15 09:30 21:30 09:45 74 21:45 150 72 22:00 10:00 22:15 10:15 10:30 22:30 10:45 22:45 177 11:00 23:00 11:15 23:15 11:30 192 23:30 23:45 11:45 TOTALS TOTALS SPLIT % 44.4% 55.6% 32.6% SPLIT % 50,9% 49.1% 67.4%

DAILY TOTALS	N	В \$	В	EB	WB				Total
DAILT TOTALS			0	6,044	6,342				12,386
AM Peak Hour	11:45	08:15	11:45	PM Peak Hour			16:30	17:00	17,00
AM Pk Volume	410	391	798	PM Pk Volume			543	564	1099
Pk Hr Factor	0.958	0.905	0,911	Pk Hr Factor			0,887	a 0,770	0,859
7-9 Volume 0 0	523	696	1219	4 - 6 Volume	Ö	0	1008	1086	2094
7 - 9 Peak Hour	07:15	08:00	08:00	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume 0 0	283	381	640	4 - 6 Pk Volume	0	0	543	564	1099
Pk Hr Factor 0.000 0.000	0.832	0.882	0,899	Pk Hr Factor	0.000	0.000	0.887	0,770	0.859



### Valley View St & Cerulean Ave



Location: Valley View St & Cerulean AveIntersection Turning Movement Count
Project ID: 18-01140-005
Control: Signalized

Control: Signalized

Control: Signalized

Control: Signalized

Control: Signalized

Control: Valley View St & Cerulean AveIntersection Turning Movement Count
Project ID: 18-01140-005
Date: 7/10/2018 Total

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		PW		area esta cada cara para esta sola da	PEAK HR FACTOR:	DEAK HE VOI	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		AIW		NS/EW Streets:	_
	0.893	00T		4.86%	197	NL	20	21	25	26	28	23	26	28	몬	<b>—</b>			0.500	47		2.15%	7;	Z	10	12	21	7	11	ω	œ	3	N.	щ			Section of the sectio
0.977	0.979	1841	04:45 PM - 05:45 PM	89.12%	3613	TN	428	451	451	469	470	462	<b>4</b> 46	436	NT.	ω	NORTHBOUND	0.911	0.911	1006	02:30 AM - 08:30 AM	94.89%	3397	N	440	406	475	431	523	477	356	289	NT	ω	NORTHBOUND	Valley View St	04.25.00 to 20.00 to
77	0.793	111	05:45 PM	5.55%	225	NR	26	27	35	8	19	30	34	24	NR.	<b> </b> -	BOUND		0.800	48	08:30 AM	2.93%	105	NR.	16	L.	l 5	芦	14	œ	12	6	NR	μ.	BOUND	iew St	Commence of the commence of th
	0.750	12		0.47%	19	NO	⊶	4	<b></b>	ω	4	2	w	<b>}~</b> A	č	٥			0.250	1200	Control Control	0.03%	<u>-</u> ;	3		· c	, ,	_	0	0	0	0	€	0			September Septem
	0.917	55		2.76%	107	SL	10	14	13	15	IJ	Ħ	12	19	SE	ш			0.531	17		1.33%	<b>Δ</b>	JS	đ	H	4- ;	щ	8	4	បា	4	SI	-		E 63	90000000000000000000000000000000000000
0.980	0.977	1922		95,33%	3693	15	473	471	487	492	472	423	452	423	ST	ω	HTUOS	0.942	0.943	1603		97.58%	3150	TS	379	358	425	363	397	418	409	401	ST	ω	Ξ	Valley View St	5.000000000000000000000000000000000000
0	0.682	30		1.55%	2	SR	Gi	œ	11	Ļņ	6	7	9	00	SR	<b>;-</b> -	GUND	12	0.833	<b>3</b> 0		0.90%	29	æ	4	. ບ	ıon	·ω	6	UI	0	0	£	μ.	HBOUND	iew St	
	0.583	7		0.36%	14	SU	0	0	ω	2	2	2	ω	2	SU	0			0.750	در		0.19%	ъ.	S	ν.	· C	, <sub> </sub>	<u> </u>	0		0	μ.	SU	0			į
	0.765	52		27.12%	96	댇	Ħ	13	11	17	11	9	ដ	<b>1</b> 3	E	<b>1</b>			0.950	ž		22.77%	79	円	10	i E	: 15	5	10	8	14	6	Ţ.	<b>,</b>			1
0.828	0.839	47		22.32%	79	ET	ä	10	H	12	14	9	∞	N	<b>T</b>	H	EASTBOUND	0.815	0.607	17		7.20%	25	띄	4.	. ^	. U	ω	7	2	<b>,</b>	<b>}</b> -&	П	<b>j=4</b>	EASTBOUND	Cerulean Ave	
28	0.805	103		50.56%	179	ER	20	21	26	32	24	16	20	20	F	_	OUND	ភ	0.776	31		70.03%	243	刃	25	ü	1 6	ι 4	21	27	성	32	罗	μ.	OUND	n Ave	
	0.000	0		0.00%	0	EU	0	0	0	0	0	0	0	0	2	0			0.000	<u> </u>		0.00%	0	₽	_	· c	· c	0	0	Ф	0	0	EU	0			
	0.846	88		45.17%	159	WL	22	26	26	21	15	19	74	16	×۲	<b>,</b>			0.895	1		64.54%	233	WL	S.C	i L	: C	ഥ	29	26	<u>4</u>	27	W.	<b>1</b> -4			
0.880	0.875	ð		22.16%	78	WT	10	12	10	12	8	9	œ	9	WT.	<b></b> -	WESTBOUND	0,835	0.688	"		9.97%	<u>კ</u>	ΥŢ	v	ا د	<b>4</b> .	. σ	5	(J)	ω	ω	WT	<b>J</b> 4	WESTBOUND	Cerulean Ave	
30	0.789	60		32.67%	115	WR	11	13	18	19	10	14	16	7	WR	<b></b>	OUND	35	0.579	4		25.48%	92	۷R	Į.	; ;	; vc	7	19	9	5	œ	¥R	٢	GND	n Ave	
	0.000	0		0.00%	0	٧U	0	0	0	0	0	0	0	0	Æ	٥		10 10 10 10 10 10 10 10 10 10 10 10 10 1	0.000	0		0.00%	0	Š	c		· -	0	0	0	0	0	W/U	C	)		
896.0	3	4470	OIAL		8634	TOTAL	1051	1091	1128	1155	1096	1036	1062	1015	TOTAL				0 671	2002 -	TOTAL		7516	TOTAL	944	505	1040	910	1050	993	887	783	TOTAL				

Location: Valley View St & Cerulean AveIntersection Turning Movement Count
City: Garden Grove
Control: Signalized

Control: Signalized Bikes

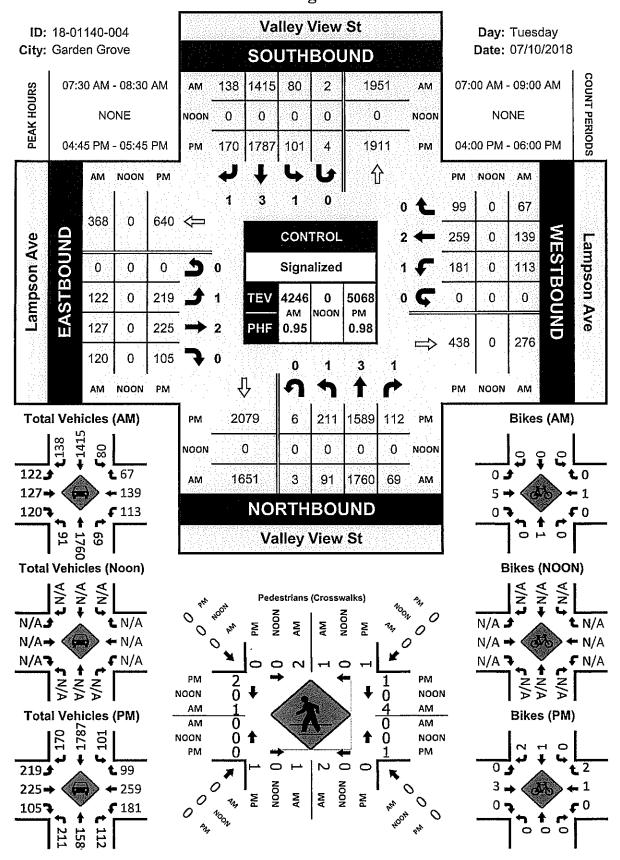
TOTAL APPR PEAKH	NS/E
TOTAL VOLUMES:  PEAK HR FACTOR:  PEAK HR VOLUMES:  PEAK HR PACTOR:	NS/EW Streets:
NL NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
3 1 NT NR NT NR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Valley View St
NIT NR 0	/alley View St
0.000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
1 ST	
ST ST O O O O O O O O O O O O O O O O O	Valley View St
3 1 ST SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	View St
0.000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
0.000 0.000 0.000 0.000 0.000 0.000	
ET CO	Cerulean Ave
BOUND FR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	erulean Ave
0.00	
WL WL O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
1 WT 1 100.00% WT 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cerulean Ave
MESTBOUND  WESTBOUND  WESTBOUND  T WR  O O O O O O O O O O O O O O O O O O O	Jerulean Ave
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
TOTAL 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	

# Location: Valley View St & Cerulean Ave cits in the dissection Turning Move in the Control of Pedestrians (Crosswalks)

PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		N.V.	NS/EW Streets:
0.	. 0	07:30 AM	20.00%	<b></b> _	ЕВ	0	<b>-</b>	0	0	0	0	0	0	EB	NORT	AəlleA
0.375 0.375	3	07:30 AM - 08:30 AM	80.00%	4	WB	0	<del> </del> -	2	0	H	0	0	0	WB	NORTH LEG	Valley View St
	0		50.00%	<del> </del>	EB	0	μ.	0	0	0	0	0	0	EB	TUOS	Valley '
	0		50.00%	μ.	WB	₽	0	0	0	0	0	0	0	WB	SOUTH LEG	Valley View St
	0			0	NB	0	0	0	0	0	0	0	0	NB	EAST LEG	Cerulean Ave
	0			0	SB	0	0	0	0	0	0	0	0	SB	LEG	an Ave
0.250	0		50.00%	2	NB	۲	0	0	0	0	0	<b></b> -	0	NB	LSEM	Cerulean Ave
0.250 !50	Ĥ		50.00%	2	SB	<b>}</b>	0	0	0	н	0	0	0	SB	l leg	an Ave
0.500	4	TOTAL		11	TOTAL	З	ω	2	0	2	0	<b></b>	0	TOTAL		

PEAN DX	PEAL		APPRO	TOTAL \											
PEAN ITR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM	<u> </u>	
	0	04:45 PM	50.00%	Н	EB	0	0	0	0	0	0	<b> </b>	0	8	NORT
	0	04:45 PM - 05:45 PM	50.00%	<b></b> 4	WB	0	0	0	0	0	ᆫ	0	0	WB	NORTH LEG
0.250	2		100.00%	2	ВЭ	0	2	0	0	0	0	0	0	EΒ	SOUTH LEG
50	0		0.00%	0	WB	0	0	0	0	0	0	0	0	WB	H LEG
	0			0	NB	0	0	0	0	0	0	0	0	NB	EAST
	0			0	SB	0	0	0	0	0	0	0	0	SB	EAST LEG
	0			0	NB	0	0	0	0	0	0	0	0	NB	WES
	0			0	SB	0	0	0	0	0	0	0	0	SB	TLEG
0.250	2	TOTAL		4	TOTAL	0	2	0	0	0	<u></u>	<b>⊢</b>	0	TOTAL	

### Valley View St & Lampson Ave



## Intersection Turning Movement Count city: Garden Grove control: Signalized

Total

Project ID: 18-01140-004 Date: 7/10/2018

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		5;45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM					PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		ç, 5 <u>21</u>	8:45 AM	MA 05-8	8:15 AM	MA 00:8	7:45 AM	7:30 AM	7:15 AM	7:00 AM				NS/EW Streets:	-
	0.851	211		11.28%	175	2	ន	62	59	48	42	56	54	ឡ	  ≥	<del>, .</del>		\$20000 CARSON STATE	CTR'0	91		4.59%	161	NL	į	77	л	21	28	25	17	ដ	15	2	<b>–</b>			
0.977	0.978	1589	04:45 PM - 05:45 PM	83.02%	3144	TN	386	388	394	406	401	395	389	385	NT.	ω	NORTH	2.0.2	50.50	1760	07:30 AM -	91.61%	3211	TN	103	407	404	409	415	486	450	358	282	NŢ	ω	NORTH	Valley View St	
77.	0.800	112	05:45 PM	5.49%	807	NR	27	29	22	35	26	25	25	19	NR.	ω	BOUND	0.905	0.863	69	2	3.65%	128	NR	<u>!</u>	74	17	20	15	19	15	ដ	10	NR R	ц	NORTHBOUND	/iew St	
	0.750	6		0.21%	α	<u>ا</u>	 0	0	2	2	2	1	Д	0	2	0			0.3/5	ı J	ACC 050 050 1	0.14%	Ŋ	N	·	<b>-</b> 1	<b>&gt;</b>	2	0	1	0	0	0	NU	0			
	0.842	101		5.32%	210	SL	29	29	25	17	30	30	29	21	SL	هسو		700	0./41	88		4.72%	151	JS.	20	<del>1</del> ?	<u></u>	17	18	27	18	17	20	S.	<u> </u>			
0.965	0.937	1787		85.42%	3369	15	412	406	465	477	439	401	410	359	21	ω	HTUOS	0.938	876.0	1415		87.26%	2794	TS	5	지(A	321	376	311	347	381	3 <u>9</u> 5	349	टा	ω	HTUOS	Valley View St	
65	0.720	170		9.08%	358	SR	6	59	38	39	34	37	58	4	SR	<b>11</b>	SOUTHBOUND	38	0.932	138		7.84%	251	SR	Į	)   	y	မ္သ	37	31	37	30	26	SR	<del> </del>	HBOUND	/iew/St	
	0.500	4		0.18%	_	SI	0	0	ш	1	2	2	0	н	દ	0			0.500	2		0.19%	6	SU	,	، ډر	<u> </u>	<u> </u>	1	1	0	μ	0	SU	0			9
	0.830	219		37.62%	395	旦	4	<u>5</u> 2	66	52	47	48	39	45	四	<b>,</b>			U.84/	122		35.05%	252	田	í	უ ;	49	29	29	28	36	28	21	ᄄ	<b></b>			осан
0,885	0.893	225		41.14%	432	П	58	53	ස	53	56	2	52	ដ		2	EASTE	0.9	0.934	127		33.10%	238	띄		ສຸເ	<u> </u>	30	32	34	អ	28	14	曰	2	EASTE	Lampson Ave	
85	0.772	105		21.24%	223	另	27	34	26	26	19	18	31	42	Ŗ	0	EASTBOUND	0.913	0./14	120		31.85%	229	贸	ç	<u>ب</u> د	36	<del>2</del> 2	26	30	22	27	16	ĘŖ	0	EASTBOUND	າກ Ave	
	0.000	0		0.00%	_	Е	0	0	0	0	٥	0	٥	0	2	0			u.uuu	0		0.00%	0	띧	(	<b>&gt;</b> +	0	0	0	0	c	0	0	E	0			
	0.870	181		32.83%	329	WL	6	52	42	4	46	30	34	4	WL	<b></b>			0.856	113		35./6%	226	ĕ	;	<u>ب</u>	32	22	32	26	ដ	22	26	WL	<b>j</b> t			
0.910	0.852	259		48.50%	486	Ϋ́	8	76	සු	នួ	67	62	49	ន	MT	2	WESTBOUND	0.9	067.0	139		41.61%	263	ş	i	43	29	<u>3</u> 2	32	44	32	22	30	¥	2	WESTBOUN	Lampson Ave	
10	0.688	99		18.66%	18/	WR	23	20	25	36	18	21	27	17	WR.	0	GUND	0.906	_ บ.ชวช	67		22.53%	143	WR	,	18	26	20	17	18	12	18	14	WR	0	GINDE	in Ave	
100 AND 100 AN	0.000	0		0.00%	c	N)	0	0	0	0	0	0	0	0	Æ	0		55.000,000,000	0.000	0		0.00%	0	٤	,	<b>&gt;</b> •	0	0	0	0	0	0	0	₩.	0			
	0.081	5068	TOTAL		9/83	TOTAL	1214	1262	1291	1286	1229	1172	1198	1131	TOTAL				0,950	4246	TOTAL		8058	TOTAL		1012	1005	1052	993	1117	1084	972	823	TOTAL				

## Intersection Turning Movement Count city: Garden Grove control: Signalized

Bikes

Project ID: 18-01140-004 Date: 7/10/2018

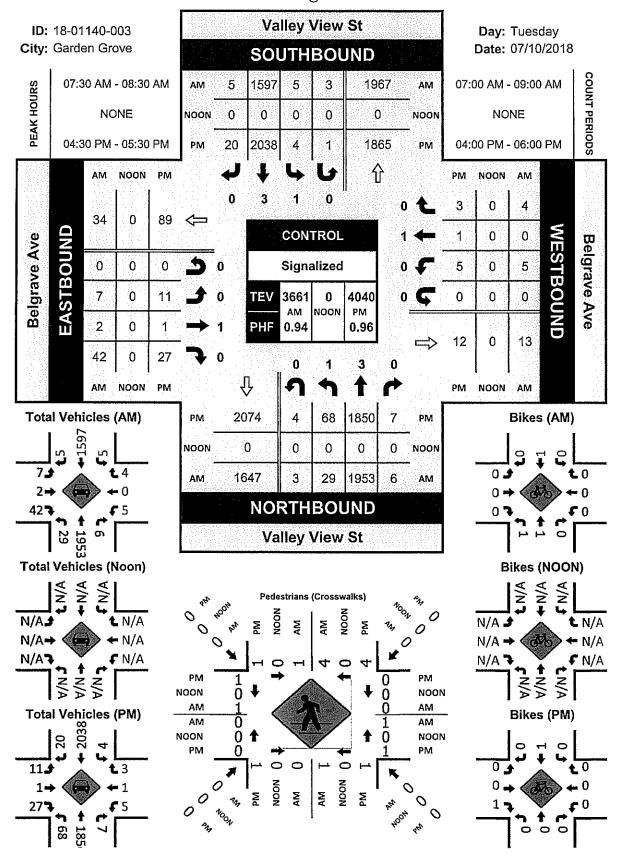
	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:			5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		PW			PEAK HR FACTOR:	DEAV UB VOI	DEAK HR.	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		A V		NS/EW Streets:	_
	0.00	. 0		0.00%	0	Z	******	0		0	0	0	0	0	0	N.	<b>-</b>			0.000	Contract Of Contract	April and Application of the	0.00%	0 }		0	0	0	0	0	0	0	0	N.	<b>,</b>			The second second second
	0.000	0	04;45 PM -	100.00%	_	N.		0	0	0	0	0	0	0	<b>.</b>	NT	ω	NORTH	0.250	0.250	SON PERMANENTAL PROPERTY.	07-30 AM - 08-30 AM	100.00%	₩ <u> </u>	Fire	0	0	0	0	, سر	0	0	0	NT	ω	NORTH	Valley View St	A Company of the Comp
	0.000	0	05:45 PM	0.00%	0	NR		0	0	0	0	0	0	0	0	¥	<b>,_</b>	NORTHBOUND	50	0.000	Constitution of the second	08:30 AM	0.00%	o 🕺	5	0	0	0	0	0	0	0	0	NR	<b>jt</b>	NORTHBOUND	lew St	and the second second second
	0.000	0		0.00%	Φ.	2	•••••	0	0	0	0	0	0	0	0	2	0			0.000	25.00.00.00.00.00.00.00.00.00.00.00.00.00		0.00%	0 8		0	0	0	0	0	<u> </u>	0	0	NU	0			The state of the s
	0.000	0		0.00%	0 ;	JS		0	0	0	0	٥	0	0	0	SI	⊨			0.000	5	250 340 250 55	100.00%	<u> բ</u>	2	¢	H	0	0	0	0	0	0	<u>S</u>	<u> </u>			The state of the s
0.3/5	0.250	1		50.00%	2	श		0	0	0	0	1	ш	0	0	TS	ω	SOUTHBOUND		0.000	5		0.00%	o <u>e</u>	3	0	0	0	0	0	0	0	0	ST	ω	SOUTHBOUND	Valley View St	Action of the control
<b>(</b> 5	0.250	2		50.00%	2	SR		0	2	٥	٥	0	0	0	0	SR	<b> </b>	BOUND		0.000	2		0.00%	o %	3	0	0	0	0	0	0	0	0	SR	<u>,</u>	BOUND	iew St	0.000 to 0.0
William State of	0.000	0		0.00%	0	SU		0	0	0	•	-	0	0	0	SU	0			0.000	3		0.00%	ح د		0	0	0	0	0	0	0	0	SU	0			DINES
	0.000	0		0.00%	0	Е		0	0	0	0	0	0	0	0	핃	<b></b>			0.000	5		0.00%	o P		0	0	0	0	0	0	0	0	E	H			g
0.750	0.750	3		100.00%	UI !	Щ		0	<b>,</b>	0	H	⊷	0	<b>,</b>	<u></u>	曰	2	EASTBOUND	0.417	0.417	n		100.00%	7 :		0	<u>,,,</u>	w	0	<b></b>	щ	<b>-</b>	0	ET	N	EASTBOUND	Lampson Ave	30.00 Section 20.00
U Sections	0.000	0		0.00%	o !	Ð		0	0	0	0	٥	0	0	0	贸	0	QUUD	7	0.000	>		0.00%	o 5	ņ	0	0	0	0	0	0	0	0	贸	0	CIND	n Aye	AND A DESCRIPTION OF THE PARTY
	0.000	0		0.00%	0	2		0	0	0	0	0	0	0	0	Ð	0			0.000	5		0.00%	٥ و		0	0	0	0	0	0	0	0	EU	0			
	0.000	0		0.00%	0	W		0	0	0	0	0	0	0	0	WL	<b></b>			0.000	<b>,</b>		0.00%	٥	181	0	0	0	0	0	0	0	0	WL	<u> </u>			AGENT SECTION OF THE
0.250	0.250	1		50.00%	2	ş		0	0	0	0	<b></b>	<b>,_</b> _	0	0	¥	2	WESTBOUND	0.250	0.250			100.00%	2 1	5	0	<b>;</b>	<b>}</b> 4	0	0	0	0	0	M٦	2	WESTBOUND	Lampson Ave	2477222222223
30	0.250	2		50.00%	ν.	WR		0	0	0	0	2	0	0	0	WR	0	ÕUND	<u>10</u>	0.000	<b>-</b>		0.00%	o \$	dist	0	0	0	0	0	0	0	0	¥R	0	GINDO	n Ave	
	0.000	0		0.00%	0	8	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0	0	0	0	0	0	0	0	¥.	0			0.000	5		0.00%	0 है		0	0	0	0	0	0	0	0	WU	0			40.45 C 250 L 25 C 45 C
	0.450	တ	TOTAL		14	TOTAL		0	ω	0	<b>J</b> 4	5	2	<b></b>	2	TOTAL			į	327	, ,	TOTAL		# \$	TOTAL	0	ω	4	0	2	<b>}</b>	ja4	0	TOTAL				

# Locatio I: Meresection Turning Movement (Crosswalks) Pedestrians (Crosswalks)

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM	AIN	777	NS/EW Streets:
0.375	0.250	. 2	07:30 AM - 08:30 AM	80.00%	4	83	2	0	2	0	0	0	0	0	EB	NORTH LEG	Valley View St
75	0.250	1	08:30 AM	20.00%	۳	WB	0	0	0	↦	0	0	0	0	WB	H LEG	/iew St
0.375	0.250	1		44.44%	4	ВЭ	2	0	0	<b>j1</b>	0	0	0	┢┷	EB	SOUTH LEG	Valley View St
75	0.500	2		55.56%	ហ	WB	<del></del> -	2	0	₽	0	<b>-</b>	0	0	WB	H LEG	/iew St
0.250		0		30.00%	ω	NB	<b></b> -	2	0	0	0	0	0	0	NB	EAST LEG	Lampson Ave
50	0	4		70.00%	7	SB	<b></b> 4	<u>ш</u>	4	0	0	0	₩	0	SB	LEG	on Ave
0.250		0		33.33%	2	NB	ц	0	0	0	0	0	<del></del>	0	NB	WEST LEG	Lampson Ave
50	0.250	۳		66.67%	4	SB	2	-	0	н	0	0	0	0	SB	. LEG	on Ave
0.700	0.458	11	TOTAL		30	TOTAL	10	6	σ	4	0	Ь	2	<u> </u>	TOTAL		

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s :	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		DM
0.3		. 0	04:45 PM	0.00%	0	BЭ	0	0	0	0	0	0	0	0	EB	NORT
0.250	0.250	1	04:45 PM - 05:45 PM	100.00%	բահ	WB	0	0	<b>}</b> -	0	0	0	0	0	WB	NORTH LEG
0.250	0.250	1		100.00%	4	ВЭ	<del>  - 1</del>	0	Н	0	0	0	0	2	ΕB	SOUTH LEG
50		0		0.00%	0	WB	0	0	0	0	0	0	0	0	WB	4 LEG
2.0	0.250	1		60,00%	ω	BN	<u></u>	0	μ.	0	0	0	0	₽	NB	EAST
	0.250			40.00%	2	SB	0	0	₩	0	0	0	0	<del> </del>	SB	EAST LEG
2.0		0		20.00%	H	BN	0	0	0	0	0	0	0	н-	NB	WES
0.250	0.250	2		80.00%	4.	SB	0	0	0	2	0	<del></del>	0	,1	SB	⊺ LEG
0.07.0	0.375	6	TOTAL		15	TOTAL	2	0	4	2	0	<b></b>	0	6	TOTAL	

### Valley View St & Belgrave Ave



## Location: Valley View St & Belgrave Ave City: Garden Grove control: Signalized

Project ID: 18-01140-003 Date: 7/10/2018

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:			5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM						PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠. ٠	8:45 AM	WV UE-8	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		MV		NS/EW Streets:	
200	0.944	- 68		3.56%	134	NL		14	23	18	18	18	14	<u>1</u> 1	18	2	щ			DAN	0.725	29		2.03%	74	NL	ļ	2,		<del>.</del>		4	סט	œ	7	N.	H			
0.951	0.956	1850	04:30 PM - 05:30 PM	95.89%	3612	NT		443 3	445	484	481	438	447	442	432	Z	ω	NORTH		0,905	0.901	1953	07:30 AM - 08:30 AM	97.59%	3556	TN	į	450	446	451	456	542	504	396	302	NT	ω	NORT	Valley View St	
51	0.438	7	05:30 PM	0.35%	H	S		0	2	2	1	0	4	2	2	F	0	NORTHBOUND		05	0.500	6	08:30 AM	0.25%	9	NR	ć	<b>5</b> I	<b>.</b> .	0 (	J	w i	0	0	1	NR	0	NORTHBOLIND	/iew St	
	0.333	4		0.21%	ထ	2		<b>)-4</b>	<b>,</b>	ω	0	1	0	<u>, , , , , , , , , , , , , , , , , , , </u>	. <u>L</u>	2	0	ı	-		0.750	3		0.14%	5	NO	,	<b>&gt;</b> +	<u>-</u> ;	<u> 1</u>	-	<u>, , , , , , , , , , , , , , , , , , , </u>	<u>-</u>	0	1	NO.	0			
	0.500	A		0.25%	10	SL	1	2	2	<u>, .</u>	1	2	0	,_	. μ	75	₩				0.625	ഗ		0.22%	7	SL	,	، د	<b>&gt;</b> (	2 -	1	0 1	2	<u>, , , , , , , , , , , , , , , , , , , </u>	0	SI	<b>⊢</b>			
0.957	0.961	2038		98.78%	3892	ST	:	472	465	514	530	510	484	483	434	ST	ω	SOUTHBOUND		0.896	0.897	1597		98.95%	3107	TS	:	347	بر د	415	363	374	445	420	380	ST	_	HTUOS	Valley View St	
37	0.625	20		0.94%	37	Ş	1	N	<b>o</b> n 1	2	8	6	4.	4.	. UI	SR	0	BOUND		36	0.417	5		0.73%	23	SR	;	<b>:</b> .	14	NJ (	μ	o :	0	0	w	SR	0	GNUORH	Ĩew St	
	0.250	<u>.</u>		0.03%	<u> </u>	S		0	0	0	. 0	0	<u> </u>	0	0	SU	0				0.375	ယ		0.10%	ω	US		<b>5</b>	<b>.</b>	<u> </u>	0	0	2	0	0	SU	0	_	100	Total
	0.550	11		23.08%	21	Р	•	ω	ω	G	1	ω	2	2	2	E	0	ı			0.438	7		15.32%	17	딘	í	лt	л.	4	_	<b>⊢</b>	<b>-</b>	0	0	면	0			<u>a</u>
0.750	0.250	1		2.20%	2	EĪ		0	0	0	0	0	_	<b>1</b> —4	0	P	<b>_</b>	EASTBOUND		0.911	ுட	2		2.70%	ω	ET	4	<b>&gt;</b>	⊶ ,	Φ.	-1	<b>-</b>	0	0	0	П	<u>ب</u> ق	EASTBOUND	Belgrave Ave	
0	0.675	27		74.73%	68	뭐		9	1	ω	9	10	ហ	10	, <u>на</u> ј на	罗	0	GUND			0.875	42		81.98%	91	ER	į	<del>.</del> .	7	61	12	片	9	13	11	牙	0	OUND	e Ave	
	0.000	0		0.00%	0	Е	,	0	0	0	0	0	0	0	0	2	0	ı			0.000	0		0.00%	0	E	,	٥,	o .	0	0	0	0	0	٥	臣	0			
	0.417			58.33%	7	WL	,	0	0	0	3	1	₩	0	2	M	0	٠			0.625	ъ		57.14%	12	WL.	,	- 1	7	<del></del> 1	2	2	0	2	2	¥Έ	0			2000 DATE OF THE STREET
0.450	0.250	۲		8.33%	<u>, , , , , , , , , , , , , , , , , , , </u>	M	,	0	0	0	0	0	<b>-</b>	0	0	ş	<b>_</b>	WESTBOUND		0.750	0.000	0		4.76%	<u>, .</u>	Ϋ́T	(	۰ د	- <b>-</b>	0	0	0	0	0	0	\$	<u></u>	WESTBOUND	Belgrave Ave	00000000000000000000000000000000000000
0	0.375	ω		33.33%	4	WR	•	0		_	2	0	0	0	0	¥	0	OUND		Ö	0.500	4		38.10%	8	WR	(	<b>)</b> 1	7	2 -	-	<b></b>	0	_	<b></b>	WR.	0	OUND	e Ave	
	0.000	0		0.00%	0	Æ		0	0	0	o	0	0	0	0	¥.	0				0.000	0		0.00%	0	٧	,	٥,	o (	0	0	0	0	0	0	Æ	0			
0.000	ე 928	4040	TOTAL		7810	TOTAL		946	959 9	1033	1054	989	964	957	908	TOTAL					0.045	3661	TOTAL		6916	TOTAL	Ö	863	843	999	853	940	969	841	708	TOTAL				

## Location: Valley View St & Belgrave Ave City: Garden Grove Control: Signalized Intersection Turning Movement Count

Project ID: 18-01140-003 Date: 7/10/2018

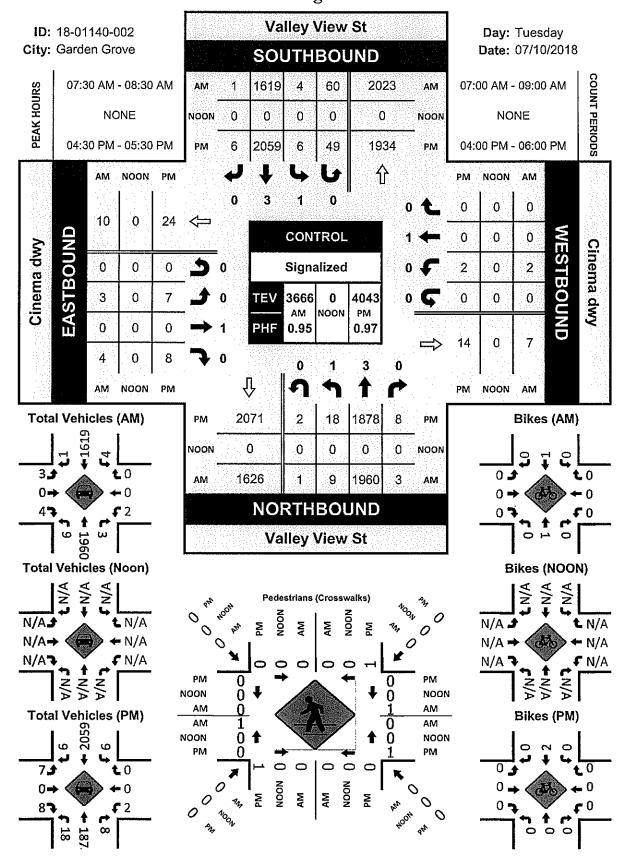
PEAK HR FACTOR:	PEAK HR VOL :	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		₽⊠			PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR :	APPROACH %'s:	TOTAL VOLUMES:		9. T. A.	0.30 AT	MA C1:0	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		ΔW		NS/EW Streets:	
0.00	0		0 7	2	0	0	0	0	0	0	0	0	NL	<b>-</b>			0.250	$\mathbf{L}_{\mathrm{MM}}$		50.00%	<b>-</b>	N	c	· c	> <	-	,	0	0	0	NE	<b>—</b>			
0.000	04:30 PM -		o <u>3</u>	1	0	0	0	0	0	0	0	0	NT	ω	NORT!	0.5	0.250	1	07:30 AM	50.00%	1	NT.	٥	<b>o</b> c	<b>-</b>	o c		<u>, .</u>	0	0	NT	ω	NORT	Valley View St	
0.000	- 05:30 PM		o <del>j</del>	5	0	0	0	0	0	0	0	0	NR.	0	NORTHBOUND	0.500	0.000	0	7:30 AM - 08:30 AM	0.00%	0	NR	•	o c	<b>.</b>	, ,		0	0	0	NR	0	NORTHBOUND	/iew St	
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# Locatio I: Meter Section Turning Moves Reconstruction of the Crosswalks) Pedestrians (Crosswalks)

PEAK HR VOL: PEAK HR FACTOR:	TOTAL VOLUMES: APPROACH %'s:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM	AIVI	N.V.	NS/EW Streets:
0.250 0.500 0.417	50.00%	EB	ω	<b></b> -	0	<b> -</b> -	0	0	0	0	EB	NORT	Valley View St
0.500 0.417	5 50.00%	WB	<b>j</b>	0	<b>}</b> 4	2	<u> 1</u>	0	0	0	. WB	NORTH LEG	View St
0 0.250	1 33,33%	EB	<b>j</b>	0	0	0	0	0	0	0	EB	SOUTH LEG	Valley View St
1 0.250 50	2 66.67%	WB	1-4	0	0	0	ı	0	0	0	WB	4 LEG	/iew St
1 0:250 0.250	3 50.00%	NB	<del> </del> .	0	0	<b> </b>	0	0	0	1	NB	EAST LEG	Belgrave Ave
0	3 50.00%	SB	2	₩.	0	0	0	0	0	0	SB	. LEG	ve Ave
0 0.2 <u>50</u>	1 33.33%	NB	ш	0	0	0	0	0	0	0	NB	DEL LSEM	Belgrave Ave
1 0.250 50	66.67%	SB	0	0	0	<b></b>	0	0	<b>J</b>	0	SB	LEG	ve Ave
0,400	22 TOTAL	TOTAL	10	2	Н-	ហ	2	0	₩	H	TOTAL		

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		DW.
	0.250	1	04:30 PM	20.00%	} <del></del> -	ВЭ	0	0	щ	0	0	0	0	0	EB	NORT
0.417	0.333	4	04:30 PM - 05:30 PM	80.00%	4	WB	0	0	<b>}-</b> -4	0	ω	0	0	0	WB	NORTH LEG
0.500	0.250	1		66.67%	2	BB	0	0	0	0	1	0	0	<b>р</b> ш-	8	SOUTH LEG
8	0.250	7		33.33%	<u></u>	WB	0	0	ш	0	0	0	0	0	WB	H LEG
0.250	0.250	) 1		100.00%	<b></b>	NB	0	0	<b></b> -	0	0	0	0	0	NB	EAST LEG
50	(4) (3) (3)	0		0.00%	0	SB	0	0	0	0	0	0	0	0	SB	LEG
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### Valley View St & Cinema dwy



## Intersection Turning Movement Count city: Garden Grove Control: Signalized

Total

Project ID: 18-01140-002 Date: 7/10/2018

		PEAK HR FACTOR:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM						PEAK HK VUL	PEAK HK.	APPROACH %'s:	TOTAL VOLUMES:		0:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		AW		NS/EW Streets:	
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UJAWA MAKAMANA	3	0.400	05:30 PM	0.30%	i ș	ND	<b>c</b>	) <b>;</b> -	٠.	, 1	2	տ	<b>)</b>	_	NR ·	0	NORTHBOUND		15	0.750	Ę	0.11%	4	NR.	c	<b>-</b>	سو ،	0	<u>, .</u>	ţ-A	0	0	묽	٥	NORTHBOUND	/iew St	
Onesa di Relevoj e		0 250 2		0.08%	ω <del>ξ</del>	2	μ.		· ·		0	2	0	0	NO.	0				0.250		0.06%	^	2	-	· -	0	js.	0	0	0		2	0			
E CONTRACTOR OF THE	9	0 750		0.22%	տ է	ū	c	· c	, ⊢	. 2		2	ω	0	SL.					0.500		0.15%	Ú	, 52	۰-	۔ د	غــو د	щ	2	0	0	0	ম	ь.			
0.500	) ) )	0.550 7029		96.87%	3898	ÇŢ	469	404	525	538	516	480	486	420	ST.	ω ! !	SOUTHBOUND		0.913	558 U 6797		96.81%	3128	ST	342	3/5	407	388	374	450	416	376	হা	w	HTUOS	Valley View St	
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## Location: Valley View St & Cinema dwy Control: Signalized Intersection Turning Movement Count Count

Project ID: 18-01140-002 Date: 7/10/2018

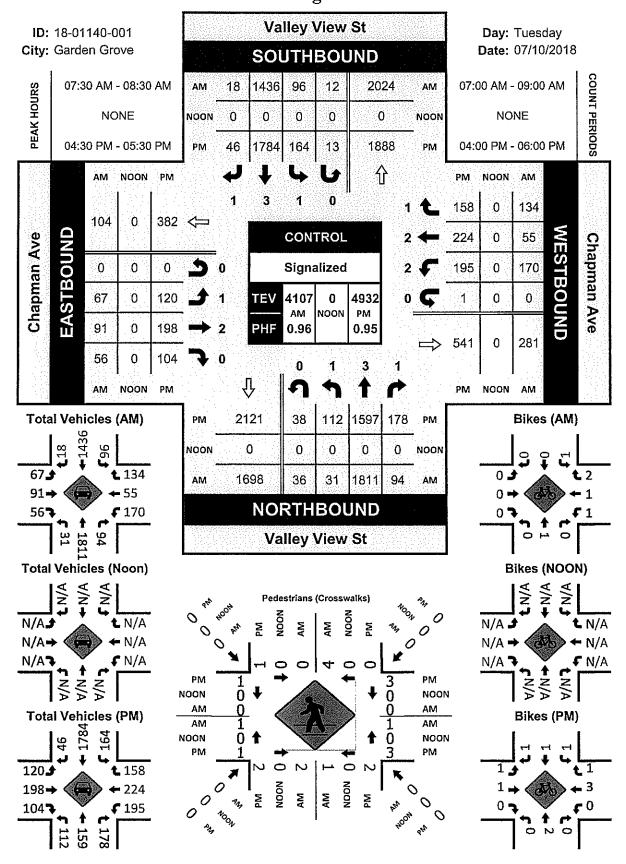
•								Bikes	es								
NS/EW Streets:		Valley View St	iew St			Valley View St	iew St			Cinema dwy	AMP E			Сіпета dwy	a dwy		
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8:15 AM	· C	· C	· C	· C	· C	· C	· c	<u>_</u>	c	· c	¢	c	· c	c	· c	· c	· c
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	Q	0	0	0	0	0
8:45 AM	O	0	0	0	0	0	0	0	0	o	G	c	o	o	C	•	0
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APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR:		07:30 AM - 08:30 AM	08:30 AM													100000000000000000000000000000000000000	TOTAL
PEAK HR VOL:	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR:	0.000	0.250 0. 0.250	0.000 50	0.000	0.000	0.250 0 0.250	0.000 50	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
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DW.	•	NORTHBOUND	BOUND	>	•	SOUTHBOUND	GOND	>	>	, EASIE	EASTBOUND	>	>	WESTBOUND	OUND	<b>&gt;</b>	
7.4	돈 +	N <sub>1</sub>	NR C	20	55 *	SI	SS c	S	円 c	Щ ⊦	9 c	E •	M۲	٣Ť	WR	%	TOTAL
4:00 PM	0	- 0	0	0	0	0	0	0	0	0	0	0	9 0	0	00	00	. 0
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APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	c	c	Ċ	Û	c	c	c	c	a
PEAK HR:		04:30 PM - 05:30 PM	05:30 PM			6.0 (20) (20)											TOTAL
PEAK HR FACTOR:	000	0000	0 000		0	0 500 2	0	0	0	0		0	0	0	000	000	2
- Expansion Const.	0.00	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	The same of the same of																

# Locatio Interespection Turning Moves Pedestrians (Crosswalks)

PEAK HR VOL: PEAK HR FACTOR:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM	AIV	۸M	NS/EW Streets:
0	07:30 AM		0	EB	0	0	0	0	0	0	0	0	EB	NOR:	Valley
0	07:30 AM - 08:30 AM		0	WB	0	0	0	0	0	0	0	0	WB	NORTH LEG	Valley View St
0		100.00%	<b> </b>	ЕB	0	0	0	0	0	0	ш	0	EB	SOUTH LEG	St. Weily View St
O		0.00%	0	WB	0	0	0	0	0	0	0	0	WB	H LEG	/iew St
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1 0.250 0.250		22.22%	2	NB	<del></del>	0	<b>⊢</b>	0	0	0	0	0	NB	WEST	Cinema dwy
0.50		77.78%	7	SB	2	ω	0	0	0	0	2	0	SB	LEG	a dwy
2 0.250	TOTAL		18	TOTAL	7	4	2	0	0	0	ω	2	TOTAL		

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	PEAK HR FACTOR:	PEAK HR VOL :	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:			5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM	=	MG
0		0	04:30 PM	0,00%	0	EB		0	0	0	0	0	0	0	0	EB	NORT
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50		0		50.00%	<b>}-4</b>	SB		0	0	0	0	0	0	0	F	SB	EAST LEG
		0		0.00%	0	NB		0	0	0	0	0	0	0	0	NB	WEST
		0		100.00%	2	SB		0	2	0	0	0	0	0	0	SB	T LEG
0,0,0	0.375	ü	TOTAL		æ	TOTAL		0	ω	2	0	0	<b>,</b>	0	2	TOTAL	

### Valley View St & Chapman Ave



## Intersection Turning Movement Count city: Garden Grove control: Signalized

Project ID: 18-01140-001 Date: 7/10/2018

PEAK HR:         04:30 PM - 05:30 PM         105:30 PM         105:30 PM         105:30 PM         106:30 PM         107:30 PM         107:30 PM         108:30 PM	NL 224 5.96%	20 409 49 14 39 431 11 8 28 443 42 6 43 485 14 1 23 403 42 11 32 405 4 7 29 366 37 6 41 436 6 1	NR NU St ST SR SU EL ET  1 0 1 3 1 0 1 2  NR NU St ST SR SU EL ET  2 353 9 6 33 42  32 15 31 405 11 7 21 40  41 11 41 409 11 2 20 48  46 7 41 459 10 2 35 55	NORTHBOUND SOUTHBOUND EASTBOUND	PEAK HR:         07:30 AM - 08:30 AM         96         1435         18         12         67         91         56         0           PEAK HR FACTOR:         0.705         0.909         0.810         0.643         0.857         0.965         0.750         0.838         0.813         0.778         0.000           PEAK HR FACTOR:         0.705         0.909         0.810         0.643         0.857         0.969         0.836         0.836	NL NT 78 3242 2.19% 91.12%	9 448 22 14 22 365 6 6 11 439 15 11 19 347 2 2 10 425 21 11 19 310 8 3 18 394 22 11 22 319 7 1	313     11     9     15     356     3     1     19     16       299     21     2     25     371     3     1     8     21       426     29     4     27     372     4     0     15     28       498     28     7     28     352     6     4     19     17	NORTHBOUND         EASTBOUND           1         3         1         0         1         3         1         0         1         2           NL         NT         NR         NU         SL         ST         SR         SU         EL         ET	NS/EW Streets: Valley-View-St Valley-View-St Chapman Ave	Total
198 0.868 0.844	ET 391 47.86%	57 38 53 58	- ET 42 40 48 55	ASTBOU	91 0.813 0.83	ET 169 41.63%	20 26 18 23	16 21 28 17	m	Chapman Ave	
0 195 224 0.000 0.871 0.848	EU WL WT 0 380 417 0.00% 33.63% 36.90%	0 44 38 0 52 55 0 48 47 0 57 50	WL 39 41 56	-	0 170 55 0.000 0.802 0.859	WL 310 44.29%		0 20 11 0 42 8 0 36 13 0 44 12	WL W	Ct:	
1 158 1 18 0.919 0.250 0.903	T WR WU 7 332 1 10% 29.38% 0.09%		1 0 WR WU 34 0 35 0 38 0 42 1	ESTBOUND	134 0 59 0,779 0.000 0.816	WT WR WU 129 261 0 18.43% 37.29% 0.00%		31 0 29 0 26 0 34 0	ESTBOL	Chapman Ave	
TOTAL 4932 0.947	TOTAL 9490	1231 1302 1172 1204	TOTAL 1052 1130 1181 1218		10TAL 4107 0:960	TOTAL 7690	1046 994 952 955	829 847 997 1070	TOTAL		

## Intersection Turning Movement Count City: Garden Grove Control: Signalized

**Project ID:** 18-01140-001 **Date:** 7/10/2018

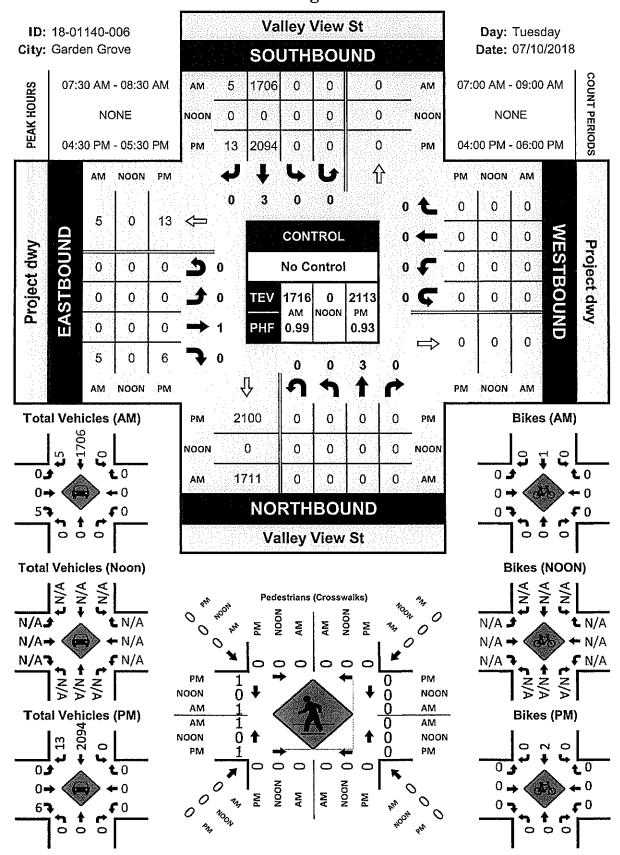
	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES :		5:45 PM	5:30 PM	5:15 PM	5:00 PM	NA C#:#	2.27	4:30 PM	4:15 PM	4:00 PM		ZV			PEAK HK FACTOK:	PEAK HR VOL:	PEAK HK:	APPROACH 70 5:	IOIAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		AM		NS/EW Streets:	_
	0.00	0		14.29%	1	N	0	<b>-</b>	· c		,	<b>.</b>	0	0	0	N.	₽		882/01/09/09/09	U.UU			0.0070	2	2 ≥	0	0	0	0	0	0	0	0	NL	ь			
0.	0.250	2	04:30 PM	85.71%	6	TN	0	1			_	، د	0	<u>, -</u>	2	김	ω	NORTI	SALES SERVICE	0.250	) ) )	U/:30 AM	0,00,007	100 m	· 목	0	0	0	0	0	p-4	0	0	NT.	ω	NORT	Valley	
0.250	0.000	0	04:30 PM - 05:30 PM	0.00%	0	NR	0	c	· C	· c		۰ د	0	0	0	NR.	<u> </u>	NORTHBOUND	0.23.0	0.000	) )	U7:30 AM - U8:50 AM	0.0070	200	- ≨	0	0	0	0	0	0	0	0	NR	ᅭ	NORTHBOUND	Valley View St	
	0.000	0		Ĺ	0	S	0	0		) C			0	0	0	S	0		NAMES OF STREET OF STREET	0.000	2 0		0.0070		, ≥	0	0	0	0	0	0	0	0	2	0			
	0.250			ببر	2	JS	ь	0	· c	· C		- (	0	0	0	75	H		Selection of the select	0:250	2 1		100.0070		, გ	<b>,</b>	0	H	o	0	0	0	0	72	₩.			
0.	0.250	1		50.00%	ω	SI	2	0	· C	· c	٥	וכ	_	0	o	ST	ω	SOUT	The second second	U.UU	) (	i	0.00%		. SI	0	0	0	0	0	0	0	0	ST	ω	TUOS	Valley	
0.375	0.250	-		16.67%	<b>,</b>	SR	0	0	· C	· C	þ	٠,	0	0	0	SR	H	SOUTHBOUND	U.Z.U	, 	, ,	)	0.00%		ş,	0	0	0	0	0	0	0	0	ş	<b>}</b>	SOUTHBOUND	Valley View St	
	0.000	0			0	S	0	C	· C	· c		> <	-	0	0	SU	0		AND AND STREET STREET,	U.UUU	) ) )	1	0,0070		. ຄ	0	٥	o	0	0	0	0	0	SU	0			<u>B</u>
	0.250	i de		5	μ	Б	 0	_	- Н		0	5 0	<b>-</b>	0	0	ᄪ	Н		200 000 C 200 000	C. CO	) ) )		Section acceptance and section		щ	0	0	0	0	0	0	0	0	ᄪ	<u> </u>			Bikes
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0.:	0.375	w		~	4	WT	Q	ш	0	۸ ر	ء اد	<b>)</b> )		0	0	WΤ	2	WEST	C. C	200	) 		40.00%		, <u>\$</u>	0	0	0	<b>,</b> —	0	0	0	<b>-</b> -	WT	2	WEST	Chapm	STATE OF THE PROPERTY OF THE PARTY OF THE PA
700	5 0.250	1		20.00%	<b> </b> 4	₩R	0	0	. р	. c		> 0	<b>-</b>	0	0	WR	<b>,</b>	WESTBOUND	0.500	5000	2 7	,	Š		χ	0	0	<b> </b> -	0	<b></b>	0	0	0	WR	H	MESTBOUND	Chapman Ave	Called at all and a second
33	0.000		N. S. C.	0.00%	0	¥	0	0				5 6	0	0	0	WU	0		53.58.408.58.88.88.08.	0.000	) ) (	,	0.0070		2	0	0	0	0	0	0	0	0	WU	0			Trial to the Shake come.
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# Locatio I: MITECINS CONTROL TURNING MOVES PROPERTY COUNT City: Garden Grove Pedestrians (Crosswalks)

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR:	APPROACH %'s:	TOTAL VOLUMES:		8:45 AM	8:30 AM	8:15 AM	8:00 AM	7:45 AM	7:30 AM	7:15 AM	7:00 AM		N M	NS/EW Streets:
0.		. 0	07:30 AM	0.00%	0	EB	0	0	0	0	0	0	0	0	<u> </u>	NORT	Valley
0.500	0.500	4	07:30 AM - 08:30 AM	100.00%	6	WB	0	<b>1—1</b>	0	0	2	2	0	<del> </del> -	WB	NORTH LEG	Valley View St
0.375	0.500	2		50.00%	4	EB	0	<b></b>	0	0	Ľ	<b>⊢</b> *	0	<b>}</b>	EB	DELI HTUOS	Valley View St
75	0.250	1		50.00%	4.	WB	2	0	0	0	<b>-</b>	0	ㅂ	0	WB	H LEG	/lew St
0.250	0.250	1		100.00%	ტ	NB	2	0	0	0	0	⊢	0	ω	NB	EAST LEG	Chapman Ave
50		0		0.00%	0	SB	0	0	0	0	0	0	0	0	SB	LEG	an Ave
0.250	0.250	Ĺ		50.00%	⊢	NB	0	0	<b></b>	0	0	0	0	0	NB	WEST	Chapman Ave
50		0	N. C.	50.00%	Ь¬	SB	0	<b> </b>	0	0	0	0	0	0	SB	LEG	an Ave
0.000	ט בעט	9	TOTAL		22	TOTAL	4	ω	<b>⊢</b> *	0	4	4	٢	ហ	TOTAL		1

	PEAK HR FACTOR:	PEAK HR VOL:	PEAK HR :	APPROACH %'s:	TOTAL VOLUMES:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		<b>D</b> (V)
0.	0.250	1	04:30 PM	22.22%	2	ЕВ	0	Н	0	₽	0	0	0	0	EB	NOR
0.250		0	04:30 PM - 05:30 PM	77.78%	7	WB	<del> </del>	ω	0	0	0	0	2	ᅭ	WB	NORTH LEG
0.333	0.500	Ŋ		66.67%	4	ΕB	0	0	0	0	<u>ш</u>	Н	0	2	EB	TUOS
33	0.250	2		33.33%	2	WB	0	0	0	0	2	0	0	0	WB	H LEG
-0.5	0.375	ω		41.67%	<b>G</b>	BN	0	0	0	0	1-1	2	0	2	NB	EAST
0.500	0.750	ယ		58,33%	7	SB	0	0	뇬	1	0	<b></b> -	2	2	SB	EAST LEG
	0.250	<b>)</b>		27.27%	ω	NB	ᅮ	∸	<b></b> -	0	0	0	0	0	NB	WEST
0.250	0.250	<b>H</b>		72.73%	8	SB	0	2	ш	0	0	0	2	3	SB	T LEG
0.010	) () ()	<b>1</b>	TOTAL		38	TOTAL	2	7	ω	2	4	4	თ	10	TOTAL	

### Valley View St & Project dwy



Location: Valley View St & Project dwy Intersection Turning Movement Count
City: Garden Grove
Control: No Control
Cont

PEAK HR FACTOR PEAK HR FACTOR APPROACH %'s APPROACH %'s NS/EW Streets: PEAK HR VOL PEAK HR VOL: PΜ AM PEAK HR 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 0.000 0.000 ooooooo≥o ٥₽ 000000020 0.000 0.000 :30 PM -:30 AM - 08:30 AM Valley View St ᇰᆿ 0 Z NORTHBOUND 05:30 PM 0.000 0.000 ᇰ o됐 0.000 0.000 o ≥ 000000020 ᇰ 0.000 0.000 0.00% 0.00% 0000120 SOUTHBOUND
3 0
5T SR
422 0
484 5
491 5
511 2
517 3 2094 0.927 ST 3996 99.43% 1706 0.983 ST 3271 99.76% 365 424 425 392 ST 382 Valley View St 0.927 13 0.650 5 0.625 SR 8 0.24% SR 23 0.57% S 0 0000 0.000 0.00% 0000120 Total 0.000 0.000 0.00% 0.00% FE ᇰᄄ 00000 0.000 0.000 EASTBOUND
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0 0 Project dwy 0.375 6 0.375 5 0.417 100.00% 00.00% 识别 o 및 0.000 0.000 EU 0 0.00% 0.00% 0000|20 0.000 0.000 0000000≥0 0000000\$0 ≩ہ ≥ٍ ہ 0.000 0.000 ٥≶ ٥≦ WESTBOUND
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0 Project dwy 0.000 0.000 ۵≶ ວ≶ 0.000 0.000 - ≶ 000000080 ≥ہ |≦ 0 0.928 0.988 101A 393 425 433 433 423 423 426 369 382 TOTAL 2113 TOTAL 4036 TOTAL TOTAL 3285 425 500 513 531 531 531 531 531

## Location: Valley View St & Project dwy City: Garden Grove Control: No Control

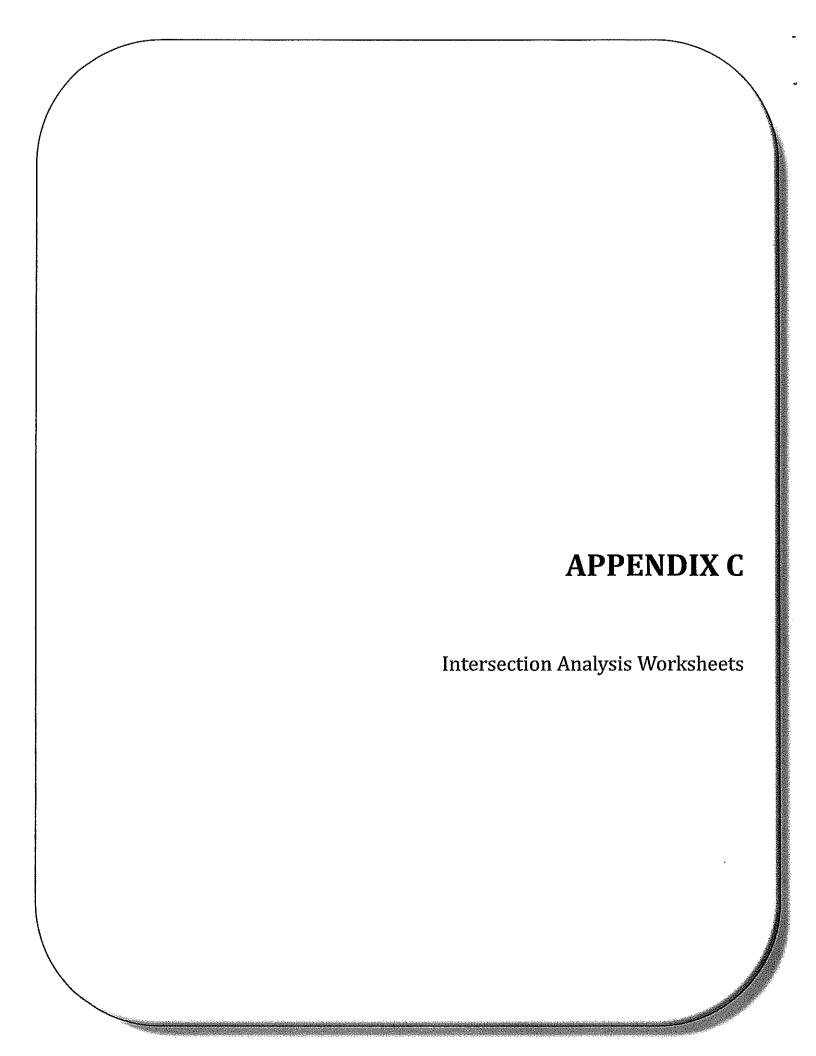
**Project ID:** 18-01140-006 **Date:** 7/10/2018

### National Data & Surveying Services

# Locatio I: MITECIPS & Creiton Turning Movement 1/10/2018 Ount City: Garden Grove Pedestrians (Crosswalks)

PEAK HR:  PEAK HR VOL:  PEAK HR FACTOR:	TOTAL VOLUMES : APPROACH %'s :	8:45 AM	8:15 AM 8:30 AM	7:30 AM 7:45 AM	7:00 AM 7:15 AM	AM	NS/EW Streets:
07:30 AM 0	EB 0	ő	000	000	00	NORT EB	Yalley
07:30 AM - 08:30 AM 0 0	WB 0	0	o o c	00	0 0	NORTH LEG WB	Valley View St
0	EB 0	ő	o o c	0 0	0 0	SOUT	Valley
0	WB 0	0 (	000	0 0	00	SOUTH LEG	Valley View St
0	NB 0	ő	000	0 0	00	EAST NB	Projec
0	SB 0	0 (	000	0 0	00	EAST LEG SB	Project dwy
1 0.250 0.500	NB 3 27.27%	<b></b> (	o ⊢ c	0 0	10	NB WES	Project dwy
1 0.250 000	SB 8 72.73%	41	<b>~</b> o c	0 1	<b>⊬</b> 0	WEST LEG SB	± dwy
TOTAL 2 0.500	TOTAL 11	Δı	210	0	20	TOTAL	

PEAK HR VOL: PEAK HR FACTOR:	APPROACH %'s:		5:45 PM	5:30 PM	5:15 PM	5:00 PM	4:45 PM	4:30 PM	4:15 PM	4:00 PM		DIM
04:30 PM 0	0	· #	U	0	0	0	0	0	0	0	EΒ	NOR.
04:30 PM - 05:30 PM 0 0	0	WB	Û	0	0	0	0	0	0	0	WB	NORTH LEG
0	0	EB	0	0	0	0	0	0	0	0	E8	TUOS
0	0	WB	0	0	0	0	0	0	0	0	WB	SOUTH LEG
0	0	BN	0	0	0	0	0	0	0	0	NB	EAST
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1 0.250 0.5	1 33.33%	BN	0	0	⊢	0	0	0	0	0	NB	WEST
1 0.250 0.500	2 66.67%	SB	0	, <u>1</u>	0	0	0	<b></b> -	0	0	SB	T LEG
TOTAL 2 0.500	ω	TOTAL	0	<b></b>	Н	0	0	<u> </u>	0	0	TOTAL	



Existing Conditions 2018

	*		•	•	<b>←</b>	*	4	†	<i>&gt;</i>	-	Ţ	4
Lana; Grono-	EBL	EBN	EBR	Well	West	War	- N81	NBIT	MMZ	SHI	Silli	SBR
Lane Configurations	淅	<b>†</b>		74,74	ተተ	7	ሻ	ተተተ	7	ሻ	ተተተ	75
Volume (vph)	67	182	56	170	110	134	67	1811	94	108	1436	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170	Solding S	140	165		75	180		80
Storage Lanes	1	habara and dense as natura observation	0	2	V0000-04-0-0000-04-0-0-0-0-0-0-0-0-0-0-0	1	1		1	1	anana a dina manana Marana d	1
Taper Length (ft)	25			25		, continue	25		100 may 100 mg	25		
Satd. Flow (prot)	1652	3188	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0,950		
Satd. Flow (perm)	1652	3188	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red		0.83	Yes	2333		Yes			Yes			Yes
Satd. Flow (RTOR)		30	>00%-Profest (2003)/Profestion	rojčný omni erojčně obřebu b		121	kenantasan kananak	-forest feet Committee and the self-	67	ital krania serintan Gariphan (		67
Link Speed (mph)		30			30			40			40	energy specially a
Link Distance (ft)		633	-755-755-75		640			481			417	
Travel Time (s)		14.4			14.5			8.2	525		7.1	
Lane Group Flow (vph)	67	238	0	170	110	134	67	1811	94	108	1436	18
Turn Type	Prot	ŇĀ		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	ŅĄ	pm+ov
Protected Phases	1	6	e Builde Sterringsenver	5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0	anderstatele	20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8	:27o2504304594	16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.38	0.28	sodenski ber	0.40	0.12	0.18	0.32	0.95	0.12	0.43	0.71	0.02
Control Delay	60.7	34.4		55.6	35.8	5.2	57.3	52.5	6.4	57.1	36.7	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.7	34.4		55.6	35.8	5.2	57.3	52.5	6.4	57.1	36.7	0.1
LOS	E	C	(168/08/07/07	E	D	A	E	D	Α	E	D	Α
Approach Delay		40.2	1.66.01.87		34.0			50.5			37.7	1808680
Approach LOS		D			С			D			D	

### ntersection Summan

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 43 (33%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

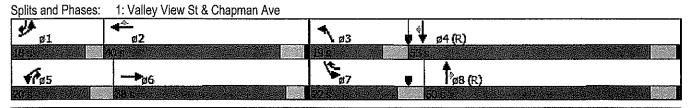
Maximum v/c Ratio: 0.95

Intersection Signal Delay: 43.4

Analysis Period (min) 15 Description: Chapman Ave.

User Entered Value

Intersection Capacity Utilization 70.0% ICU Level of Service C



Intersection LOS: D

	۶		*	*	4	4	1	<b>†</b>	<i>&gt;</i>	<b>\</b>	<b>↓</b>	4
sana Gioripa en	EBL	F(I)	e EUR	WH.	V/I) [	West	a pliji,	NBT	a idijik		s Silijis	::j[}[{
Lane Configurations	ሻ	∱ĵ∍		ايراير	<b>^</b>	7	×	ተተተ	7	ķ	ተተተ	7
Volume (vph)	120	198	104	196	224	158	150	1597	178	177	1784	46
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1	none or major to contract of the first of the same	0	2		1	1		1	1		1
Taper Length (ft)	25			25	6.8		25			25		
Satd. Flow (prot)	1652	3131	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
FIt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3131	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		71			n 18 kalanda arkenjishka ara enjeringa ng	64	nt anggargangan sanggargan Appa		68	vi moli on timo vilimo i nor	TANDATTINIA WAX-TINAMINIA TAND	67
Link Speed (mph)		30			30			40	8888		40	
Link Distance (ft)	255.TMENANDO 75522.43	633	victions as an applicati		640	5-905-915-24A-ME-0 VALUE	to Next White Was before	485	newskindskinski	rudectarsanachturch voter	417	**************
Travel Time (s)		14.4	العقادة الأدالة		14.5	A ASSESSMENT		8.3		80.000.0	7.1	
Lane Group Flow (vph)	120	302	0	196	224	158	150	1597		177	1784	46
Turn Type	Prot	ŅĄ		Prot	ÑĀ	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	Annostrania (na	5	2	7	3	8	5	7	4	1
Permitted Phases	10.0					2			8			4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0	Facilities (Const	4.0	4.0	4.0	4,0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.68	0.35		0.46	0.25	0.23	0.71	0.84	0.23	0.70	0.88	0.06
Control Delay	75.4	30.9		56.7	37.5	13.8	74.6	43.4	11.5	69.1	43.7	1.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.4	30.9		56.7	37.5	13.8	74.6	43.4	11.5	69.1	43,7	1,8
LOS	E	C		E	D	В	E	D	В	Е	D	Α
Approach Delay		43.5			37.6			42.8			45.0	,
Approach LOS		D			D			D			D	

intersection Summary Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 43.1

Intersection LOS: D

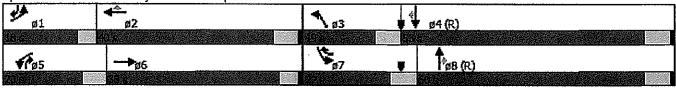
Intersection Capacity Utilization 73.3% Analysis Period (min) 15

ICU Level of Service D

Description: Chapman Ave.

User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



	<b>≯</b>	<b> </b>	7	*	<b>←</b>	*	4	Ť	<i>*</i>	4	ļ	4
ena Group	EBL	EBT	EBR	WBI	AWBT	War	MIII	MEII	AIBR	SBI	SHI	SHR
Lane Configurations		4			4		ሻ	ተተኈ		ሻ	ተተኈ	
Volume (vph)	3	0	4	2	0	0	10	1960	3	64	1619	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	4.4.5	0	0		0 n	110		S 0 4	125		0
Storage Lanes	0	number Debote of the Common Administration	0	0	h, waterim bit once out billion verball come	0	1	arrow, free management white end	0	1	Culti Noviko kilo resentare pitaline i res	0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1571	0	0	1652	0	1652	4746	0	1652	4746	0
Flt Permitted		0.954	4.600		0.753		0.950		(6100 co. 15	0.950		
Satd. Flow (perm)	0	1531	0		1309	0	1652	4746	0	1652	4746	0
Right Turn on Red		电动造物	Yes	0.50 5000		Yes		9.6	Yes			Yes
Satd. Flow (RTOR)		62			narat (Altas							2022 M/D/DD 7265 D174
Link Speed (mph)		30			30			40	asalan kan s		40	
Link Distance (ft)		221	u en en et 12 km milionen et		105		s. a santa a santa a manana An	422	nitaa maana madan mada		227	an ancoing out may
Travel Time (s)		5.0			2,4			7.2			3.9	
Lane Group Flow (vph)	0	<b>7</b>	0		2	0	10	1963	0	64	1620	0
Turn Type	Perm	NA	18 G G G	Perm	NA		Prot	NA		Prot	NA	
Protected Phases	SUBSTITUTE	2			2		3	8		7	4	etaicmeterativa
Permitted Phases	2			2			45.45					
Total Split (s)	36.0	36.0		36.0	36.0	o Marko opinio positi a com	20.0	74.0		20.0	74.0	COLUMN COLUMN
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)	Sala Alfréda de la color d	32.0	umumo elegengo emme	s literatur protes decembros te	32.0	e Paravina eta kodestinia.	16.0	70.0	ription and back	16.0	70.0	establish hadde
Actuated g/C Ratio		0.25			0.25	and ka	0.12	0.54		0.12	0.54	
v/c Ratio	PERSONAL PROPERTY OF STREET	0.02	una terrupatan dan palaba	s ersonos sasementes en	0.01	no di Mandalan Ingania	0.05	0.77	STEEN DOOR OF COMMUNICATION OF	0.32	0.63	casa a sustanti a sustanti su
Control Delay		0.1			37.0		74.4	3.3		66.6	10.1	
Queue Delay	e-purior en en en en en en	0.0			0.0	v description and a name	0.0	0.0	gjentjageterschijen, g	0.0	0.0	elmometr enteleria
Total Delay		0.1			37.0		74.4	3.3		66.6	10.1	
LOS	ture some americans	A		a sastana pangangan	D	unga ng paggaran	E	A		E	<b>B</b>	52545666875##W
Approach Delay	e eren	0.1	(3) (5) (5) (6) (4)		37.0	70 to 80		3.7			12.2	1000
Approach LOS		Α			D			Α			В	

Intersection Summany

Area Type: Other
Cycle Length: 130

Actuated Cycle Length: 130

Offset: 30 (23%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Pretimed Maximum v/c Ratio: 0.77

Intersection Signal Delay: 7.6

Intersection Capacity Utilization 64.6%

Intersection LOS: A ICU Level of Service C

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway

	<i>,</i> *	<b></b>   <b>&gt;</b> -	7	•	◄	*		<b>†</b>	1	1	<b>↓</b>	4
Lama Group	F.B.	Liji)	Ebile o	-WHI	- V/F}T	÷ West?	. Nella	30 MBH	NBR	Si}l,	Silli.	: iijk
Lane Configurations		4			4		ሻ	<b>↑</b> ↑₽		۲,	ተተኈ	
Volume (vph)	7	Ô	8	2	0	0	20	1878	8	55	2059	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		Ō	0	0.05 (0.05)	0	110		0	125		0
Storage Lanes	0		0	0	LOS ANTONIO CONSIDERACIO	0	1		0	1		0
Taper Length (ft)	25			25			25			25		1 60 55
Satd. Flow (prot)	0	1576	0		1652	0	1652	4742	0	1652	4746	0
Flt Permitted		0.934			0.748	88 26 36 35	0.950		503232	0.950		
Satd. Flow (perm)	0	1507	0	0	1300	0	1652	4742	0	1652	4746	0
Right Turn on Red		^^	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62 30			0.0			1			10	
Link Speed (mph)					30			40			40	
Link Distance (ft) Travel Time (s)		254 5.8		455, 287, 686C	133 3.0			422 7.2	(Jeongraph 22		223	
Lane Group Flow (vph)	0	ა.ი 15	0	0	ა.u 2	A A A	20	1.2 1886	2.A.A.A.A	55	3.8 2065	
Turn Type	Perm	NA	υ	Perm	NA	0	Prot	NA	0	Prot	ZU03 NA	0
Protected Phases	1 61111			Leilli	1NA 2		7101 3			7	19 <i>1</i> 3 4	
Permitted Phases	Ž	2		2	۷.		J	Ų			4	
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0		20.0	74.0	2000000000
Total Lost Time (s)		4.0		00.0	4.0	ornaneria;	4.0	4.0		4.0	4.0	\$1050000
Act Effct Green (s)		32.0	(49 ist 55 9		32.0		16.0	70.0		16.0	70.0	
Actuated g/C Ratio		0.25			0.25		0.12	0,54		0.12	0.54	i i
v/c Ratio		0.04			0.01		0.10	0.74		0.27	0.81	
Control Delay		0.1			37.0		73.0	2.2		63.9	14.0	
Queue Delay		0.0	ARE VERNOUND		0.0		0.0	0.0		0.0	0.0	
Total Delay		0.1			37.0	2011/01/2017	73.0	2.2		63.9	14.0	
LOS	50 000 000 000 000 000 000 000 000 000	A	ar tigg i kansari i tir nasi i ken	ar dan stad des between here a	D	CHEST LONG TANKER MISSON	E	A	N. SPATTONIA CONTRACTOR CONTRACTO	E	В	
Approach Delay		0.1	6.00		37.0			3.0			15.3	
Approach LOS		Α			D			A		The second section is a second	В	an a sum
Interspotion Summary												

Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 26 (20%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Pretimed Maximum v/c Ratio: 0.81 Intersection Signal Delay: 9.5

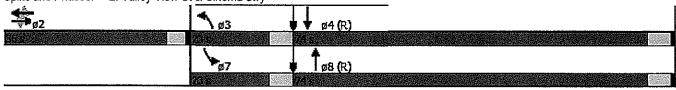
Intersection Capacity Utilization 60.7%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy



	۶	<b>j</b> e-	7	•	←	A.	4	<b>†</b>	<i>&gt;</i>	4	Ţ	4
Lane: Group	E/BI	EBİ	EBR	Well	Well	War	MEL	NBII	NBR	SIJI		SBIR
Lane Configurations		4	7		4		ኻ	† <b>∱</b> ∱		۲	ተተኈ	
Volume (vph)	7	2	42	- 5	0	4	32	1953	6	8	1597	5
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110	A STATE OF	0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1674	1478	0	1590	0	1652	4746	0	1652	4746	0
Fit Permitted		0.895	2000		0.929		0.099		9.9.23	0.055	engana se	0.49.00
Satd. Flow (perm)	0	1556	1478	0	1518	0	172	4746	0	96	4746	0
Right Turn on Red		1 A 10 3	Yes	d and	5 (8 S)	Yes	(6), (6), (5)	6646	Yes	10.00		Yes
Satd. Flow (RTOR)	96. co.s.c.960e	versioner en en en eeu	62	te a contract into the activities	62		normal proportions and the section	1	ra elocino sersionalectivo. Nectore		1	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		575		timotos varionoja.	159		tion at the same of the same of the	1322			422	aras voca-arrowsta-u <del>s</del> ta
Travel Time (s)		13.1			3,6	(6, 65, 50, 5	4.650 (B) (A)	22.5			7.2	
Lane Group Flow (vph)	0	9	42	0	9	0	32	1959	0	8	1602	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	5 6 6
Protected Phases		2		nakoliki versiteri kom	6	dinana sina di wisa Audi	3	8		7	4	CONTRACTOR CONTRACTOR
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	orach was seen end	15.0	78.0		15.0	78.0	struimies traumo
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)	To discontinuo elemente	32.6	32.6	na arangan da salam	32.6	ethetis te Alexande	85.0	74.0	Objective Park Area	85.0	74.0	etak esemelebena.
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57	40583	0.65	0.57	
v/c Ratio		0.02	0.10		0.02	oraniya-saasiyada	0.14	0.73		0.04	0.59	20000120002002004
Control Delay		37.1	4.7		0.1		10.1	34.8		0.4	0.9	
Queue Delay	bustasasti akumpa	0.0	0.0	elektrik in de de saker.	0.0	etien manamana	0.0	0.0	ar esteriera a actor	0.0	0.0	resentavato.
Total Delay		37.1	4.7	6 6 6 6	0.1		10.1	34.8		0.4	0.9	
LOS		D	A		A		В	C	900-001-00-00-00-00	A	A	ng atribaj brotogra
Approach Delay		10.4			0.1	8,48,40,6		34.4	6665	tiga da Sig	0.9	
Approach LOS		В			A			С			Α	

intersections Summany: Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

Control Type: Pretimed

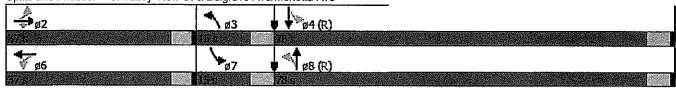
Maximum v/c Ratio: 0.73

Intersection Signal Delay: 19.2

Intersection LOS: B Intersection Capacity Utilization 58.3% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



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ane Graup	Fill.	1(1)1	E Bill	VVRI	1///11	Willia.	1484,	NBIT	illelk	ξ <b>ί</b> .}Ι,	Sid	SBR
Lane Configurations		र्स	7		4		۲۱	<del>↑</del> ↑↑		ħ	ተተኈ	
Volume (vph)	11	1	27	5	1	3	72	1850	7	-5	2038	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	Ō	100 (0.49)	50	0		0	130		Ö	110		Ö
Storage Lanes	0	Pilan u nëmona namana u suma	1	0		0	1		0	1		0
Taper Length (ft)	25		9 6 9 9	25		0.00	25			25		
Satd. Flow (prot)	0	1662	1478	0	1615	0	1652	4742	0	1652	4742	0
Flt Permitted		0.861			0.928		0.055			0.065		
Satd. Flow (perm)	0	1497	1478	0	1541	0	96	4742	0	113	4742	0
Right Turn on Red			Yes			Yes			Yes	0.000		Yes
Satd. Flow (RTOR)			62	ornis ne anemaranas	3	USAS MARIO PRIMO MARIO		1	TO A CHARLES OF THE STATE OF TH	s var versege mellen, etter	2	864Rossistanomieras
Link Speed (mph)		30			30			40			40	j
Link Distance (ft)		574			188			1322			422	
Travel Time (s)		13.0	200		4.3			22.5			7.2	
Lane Group Flow (vph)	_ 0	12	27	_ 0	9	0	72	1857	0	5	2058	0
Turn Type	Perm	NA	Perm	Perm	ÑĀ		pm+pt	NA		pm+pt	NA.	
Protected Phases		2			6		3	8		7	4	1/015405-0458-9415±
Permitted Phases	2		2	6			. 8		e (en or e)	4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	eresario.ch
Total Lost Time (s)		4.4	4.4		4,4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	######################################
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio	vermination for t	0.03	0.06		0.02		0.37	0.69		0.02	0.76	2255-03-2200
Control Delay		37.2	0.3		30.4		15.1	29.8		0.2	1.2	
Queue Delay		0.0 37.2	0.0	105 GE 1165	0.0		0.0	0.0		0.0	0.1	ROSSES ERECT
Total Delay LOS		XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	0.3		30.4	enver de lee	15.1	29.8		0.2	1,3	10000000
Approach Delay		D 11.7	Α		C 30.4		В	C 29.2		A	A	10000000
Approach LOS		11./ B			winds - service - services - serv			namental de la company de			1.3	
White and Foo		D			С			С			Α	

Intersection Summary
Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

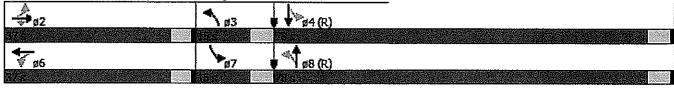
Control Type: Pretimed Maximum v/c Ratio: 0.76 Intersection Signal Delay: 14.8

Intersection Signal Delay: 14.8
Intersection Capacity Utilization 67.2%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



	<b>≠</b>		*	•	<b>←</b>	Ł	4	†	<i>&gt;</i>	4	<b></b>	1
Lane Group	E/BIL	EBT	EBR	WBL	10/18/1	Well	NBL	Ner	NBR	SBI.	881	SER
Lane Configurations	ሻ	<b>∱</b> ∱∍		ሻ	作		ኻ	ተተተ	7	*5	<b>ተተተ</b>	7
Volume (vph)	122	127	120	113	139	67	94	1760	69	82	1415	138
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	9.00	0	155		0	205		130	140		85
Storage Lanes	1	NEW TOUR OR STREET, STATE OF THE	0	1	Firehold biological holina found on	0	1	of the same of the	1	1	**************************************	1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3062	0	1652	3141	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.471			0.385			0.950			0.950		
Satd. Flow (perm)	819	3062	0	669	3141	0	1652	4746	1478	1652	4746	1478
Right Turn on Red		das s	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	P15-01088Y988B-59651-9550	120			62		SCHIFFE CHELOPSIA PROGRAMMENTA CO	Colin State (Charles and American	114	Samehor museum species (1.2)		119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137	v 1980 1040 v 1980 v 19	JANGSTON EURIS	350			1122			1322	NOS COMO MONTO
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	122	247	0	113	206	0	94	1760	69	82	1415	138
Turn Type	pm+pt	NĀ		pm+pt	NĄ		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	x 000000000000000000000000000000000000	5	2		3	8		7	4	0000 (60000 Vinasco)
Permitted Phases	6			2		a Solvey Salary School			8			4
Total Split (s)	16.0	39.0		16.0	39.0		20.0	55.0	55.0	20.0	55.0	55.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	69 56 65 0	4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	24.9	13.6	4504554585500 2 4 22 4 2	24.7	13.5		15.2	74.1	74.1	13.1	71.7	71.7
Actuated g/C Ratio	0.19	0.10		0.19	0.10		0.12	0.57	0.57	0.10	0.55	0.55
v/c Ratio	0.53	0.58	vinevestvonos	0.53	0.54	9 <b>0</b> 2230-210-2102	0.49	0.65	80.0	0.50	0.54	0.16
Control Delay	50.7	33.5		51.1	43.5		45.3	18.9	3.0	87.6	2.7	1.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	33.5		51.1	43.5		45.3	18.9	3.0	87.6	2.7	1.1
LOS	D	C	57977540778495	D	D		D	В	Α	F	A	<b>A</b>
Approach Delay	200500500000000	39.2	2000000	Julio Goldo	46.2	612 516	255 (2.15)	19.6	A 25 15 5	36475310	6.8	\$9.50 S
Approach LOS		D			D			В			Α	

merseotion/Summary

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 90 (69%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 18.4

Intersection Capacity Utilization 74.0%

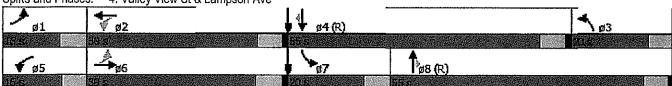
Analysis Period (min) 15

Description: Lampson Ave.

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 4: Valley View St & Lampson Ave



	۶	-	•	*	<b>←</b>	A.	4	†	<i>&gt;</i>	1	<b>↓</b>	1
lanja Group	Fill	1:[1][	EBIR	WAN	11/1	- Weir	i) Bl	gNLT	ilbk	sji}l,	811	SiBle
Lane Configurations	ሻ	∱β		ኻ	作		74	ተተተ	7	75	ተተተ	7
Volume (vph)	219	225	105	181	259	99	217	1589	112	105	1787	170
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		Ō	155		Ō	205		130	140		85
Storage Lanes	1	ene en acoust accor ac	0	1		0	1		1	1		1
Taper Length (ft)	25		ot 100 mb 17	25			25			25		
Satd. Flow (prot)	1652	3145	0	1652	3168	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.300		10 (10 (10 (10 (10 (10 (10 (10 (10 (10 (	0.340			0.950			0.950		
Satd. Flow (perm)	522	3145	0	591	3168	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	to anatoroperate especial	57	570 N 1770 L 100 N 1 N 100 N	Section and the contract	42			r, de friid e jaar filmig og in doorf on	114		and a survival and a	119
Link Speed (mph)		30	88.69		30		6.86.6	40		an da da d	40	
Link Distance (ft)		1137	Primarana encara coca		350	umbergeament out a city of	11.7 c (27) 6 15 27 4 <b>5</b> 75 27 46 66 66	1122	scor social constraint and constrain	mbanachad (m. 1911), co co chadana	1322	CORPORATION AND ANGLES AND
Travel Time (s)	4.45	25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	219	330	0	181	358	0	217	1589	112	105	1787	170
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA.	Perm
Protected Phases	1	6	veneral est de la comp	5	2	and assessed a narrowens conf	3	8	"Sin of Individual" And Indonesia and	7	4	man demana como as
Permitted Phases	6			2				10 (0.76)	8			- 4
Total Split (s)	16.0	39.0	s de sou ma de sou ar ar tour	16.0	39.0	00000000000000000000000000000000000000	25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4,5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	31.4	19.9		31.4	19.9	ATAKO GARAGASAN TAN	20.2	50.5	50.5	30.1	60.1	60.1
Actuated g/C Ratio	0.24	0.15		0.24	0.15		0.16	0.39	0.39	0.23	0.46	0.46
v/c Ratio	0.97	0.62	ROJERNO E VÁCE SÓ ASSACI	0.77	0.69	acionocia (visco) visco)	0.85	0.86	0.17	0.27	0.82	0.23
Control Delay	94.6	47.2	\$100 <b>-</b> \$2.55	60.1	52.5		65.3	29.0	1.5	42.6	8.0	2.2
Queue Delay	0.0	0.0	NS PETEROSSIA ET	0.0	0.0	KETATU TOMOVOVANOV	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.6	47,2	2846	60.1	52.5		65.3	29.0	1.5	42.6	8.0	2,2
LOS	F	D	4800000000	Ε	D	547275377475	E	С	Α	D	Α	Α
Approach Delay		66.1	guyis des establica		55.0			31.5			9.3	
Approach LOS		Ε			Ε			С			Α	

nieración Summuy

Area Type:

Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 28.7

Intersection Capacity Utilization 84.3%

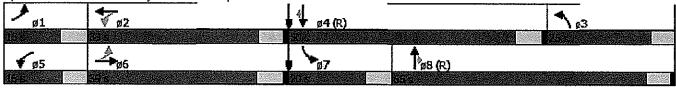
Analysis Period (min) 15

Description: Lampson Ave.

Intersection LOS: C

ICU Level of Service E

Splits and Phases: 4: Valley View St & Lampson Ave



	*		•	*	4	4	*	†	<i>&gt;</i>	4	ļ	4
Lana Groшр	EBL	EBT	ERP	Well	- Wayı	WB)R	NBII.	NBT -	MESE	SBL	811	SBH
Lane Configurations	ሻ	<b>†</b>	ř	ኻ	<b>†</b>	7	ሻ	ተተተ	7	ኘ	ተተተ	7
Volume (vph)	38	17	121	111	22	44	43	1906	48	20	1603	20,
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	. 75	(A. S. S. S.	70	115	6500	70	165		85	180		85
Storage Lanes	1	" - Andread religion ( Arri V ) according come complete the collection	1	1		1	1		1	1	and and the Asset Consumer by	1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Fit Permitted	0.743		200	0.746		医乳腺素	0.950	Strik (ili de		0.950		
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red	3343		Yes			Yes			Yes	6.66		Yes
Satd. Flow (RTOR)	. Orani en regenera de la comunicación de la comuni	STEEDS OF ST.	121	SOM ENGLISH CHECKE		86		november and the second	80	1. A ST. 2014 ON ST. 60 T.		80
Link Speed (mph)		30	6.0		30			40			40	
Link Distance (ft)	General States on Arthrope	687			379	(Semponency of Complete Pri	onton town town o	648			1122	arah masemunya m
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	38	17	121	111	22	44	43	1906	48	20	1603	20
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	mornocanos es	5	2	standram transmission of the state of	3	8	venome komite oraz	7	4	užencien egen.
Permitted Phases	6		6	2		2	300000		8		الخفور فقيد أكارات	4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0.35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.08	0.04	0.25	0.23	0.05	0.10	0.21	1.00	0.08	0.10	0.84	0.03
Control Delay	25.9	35.5	7.5	27.9	35.7	0.9	54.3	60.6	1.7	72.0	22.7	0,3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25,9	35.5	- 7.5	27.9	35.7	0.9	54.3	60.6	1.7	72.0	22.7	0.3
LOS	С	D	Α	С	D	Α	D	E	Α	E	C	Α
Approach Delay		14.2			22.2	\$ 60.006		59.0	\$ 60 G		23.0	
Approach LOS		В			С			E			С	

hitarsection/Summany Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Pretimed

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 40.6

Intersection LOS: D

Intersection Capacity Utilization 63.5% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



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lannak@nonpa	Fill	1/8)	i i i i i	MAL	<i>\\\</i>	Will	: [/][]]	NBT	1) 3  ?=		561	31317
Lane Configurations	ሻ	<b>1</b>	7	¥	<b>1</b>	7	ሻ	ተተተ	7	ሻ	ተተተ	7
Volume (vph)	52	47	103	88	42	60	112	1841	111	62	1922	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		. 1	1		1	1		1
Taper Length (ft)	25			25			25			25		0.400
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.730			0.591			0.950			0.950		
Satd. Flow (perm)	1269	1739	1478	1027	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		rano mara emperatario	103	nicopie in na Sonicopi o colo di mes na	s./sees.compresentation.com	86	COT Small VM Provinciano, maio, en el trib		80	IV TOOK, DATE TO COME TO A WAY A	contaminant anamana maaninta con	80
Link Speed (mph)		30			30			40		10/30/69/3	40	
Link Distance (ft)		687	heriora morroccio colo		379	hanni eta en senan en era	Makasa Maraka Meruka Ma	648	i karawa ( dan 2014), Danisa Anaba ( 2014)		1122	AD MERCENEX
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	52	47	103	88	42	60	112	1841	111	62	1922	30
Turn Type	pm+pt	NĀ	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	.czandenyse <u>n</u> ecza	5	2		3	8	nitrativeNews about Months	7	4	SECURE CONTRACTO
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.0	11.1	11.1	22.9	14.4	14.4	14.6	83.7	83.7	11.6	77.8	77.8
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.22	0.32	0.47	0.38	0.22	0.25	0.61	0.60	0.11	0.42	0.68	0.03
Control Delay	45.5	61.7	17.3	49.2	58.0	7.2	68.1	15.5	4.1	74.8	3.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45,5	61.7	17.3	49.2	58.0	7.2	68.1	15.5	4,1	74.8	3.2	0.0
LOS	D	E	В	D	E	Α	E	B	A	E	Α -	Α
Approach Delay		34.9			37.8			17.8			5.4	
Approach LOS		С			D			В			Α	

Intersection Stimmary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

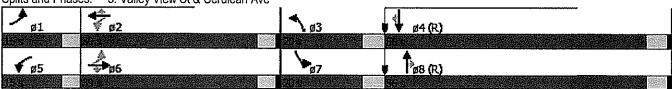
Intersection Signal Delay: 13.8

Intersection Capacity Utilization 67.0%

Intersection LOS: B

Analysis Period (min) 15

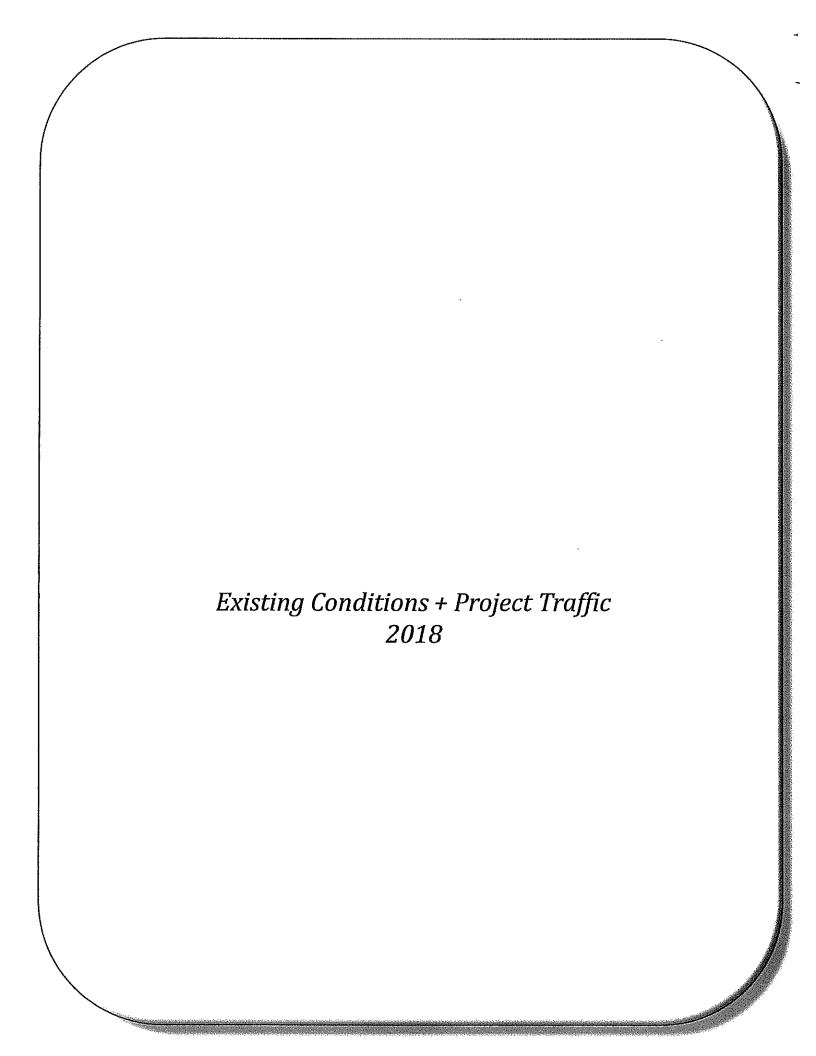
Splits and Phases: 5: Valley View St & Cerulean Ave



	*	*	1	†	+	1		
Movameni	FBI	HBR	NBL	Nen	884	SBR	the appropriate form the first and the second of specific and the second of the second	
Lane Configurations		<b>*</b>		ተተተ	ተተኈ			
Volume (veh/h)	0	5	0	2002	1740	- 5		
Sign Control Grade	Stop 0%	e a volgeta franch franch fr		Free 0%	Free 0%			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		Beried.
Hourly flow rate (vph)	0	5	0	2002	1740	5		
Pedestrians		(A4090))(A4090)		T. C. P. T. S.			AND THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE AND THE STATE OF THE STATE OF THE STATE OF T THE STATE OF THE STATE O	1200000004
Lane Width (ft)								
Walking Speed (ft/s)					No alkacioni na seri			
Percent Blockage Right turn flare (veh)			02.00.027.0					
Median type			150 JSG 65 78	None	None			
Median storage veh)				manadari				15/4/2011
Upstream signal (ft)			de conserva	227	481			
pX, platoon unblocked	0.78	0.77	0.77	etraco etable estrato	ield wat with the above school	rannan kumanan ya san	alleria koja njer izvorena a mora-kasaliranje belavaje akasa njer velekaziskog da kada kala aven keleka	tecaracrocoro
vC, conflicting volume vC1, stage 1 conf vol	2410	582	1745	2 (SC (B. 534)				gerija)
vC1, stage 1 conf vol								SE 1752
vCu, unblocked vol	0	0	901		in an Apone			
tC, single (s)	6.8	6.9	4.1	0.000		5 8 10 K		6 10
tC, 2 stage (s)	Olympia (Such confust Consumentation	hannahara samuta sa	de se recentrate e esc	senserum a a compara				Moometure vitalis.
tF (s)	3.5	3.3	2.2					
p0 queue free % cM capacity (veh/h)	100 798	99 830	100 574			JEANGA TEURE		
enter a municipalitati e e come de la materia. A materia de la materia del materia del 1000 de material de materia	CONTROLLER SERVICE SER	SAST CHESTAN CARSON AND CO.	ONSET OF THE SERVICE STATES					
Direction, Lame#	EBIL	NBIT	NB/2	NBIA	8B/1	811/2	SDB construction of the page of the state of	
Volume Total Volume Left	5 0	667 0	667 0	667	696	696	353	866
Volume Right	5	0	Ô	0	0	O Õ	0 5	68768
cSH	830	1700	1700	1700	1700	1700	1700	(SCHOOL)
Volume to Capacity	0.01	0.39	0,39	0.39	0.41	0.41	0.21	
Queue Length 95th (ft)	0	0	0	0	0	0		50/00%3@0.4.
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS Approach Delay (s)	A 9.4	0.0			0.0			
Approach LOS	3.4 A	0.0	andres v	4 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	U,U .			ANTA.
	**							
intersection Summany Average Delay			0.0			(0)		
Intersection Capacity Utiliz	ation		43.7%	ΙC	U Level r	f Service	A	
Analysis Period (min)	enelision in in		15					(#18182%)
		96787896						\$204958);

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10000 COMPANION (1000)	rich in the real photograph	) and in the colored and are also also also also also also also also	TERRORIS STATES CONTROL CONTRO	nand is noticed took which is	estatullana recentari

Movement	18181	BB)R	NEAL.	NBĪ	(3 B)	SBR	7 (SV 54)					
Lane Configurations Volume (veh/h)	0	<b>7</b> 7	0	<b>ተተተ</b> 1885	<b>11</b> 2094	13						
Sign Control Grade	Stop 0%			Free	Free							
Peak Hour Factor	1.00	1.00	1.00	0% 1.00	0% 1.00	1.00						
Hourly flow rate (vph)	0	6	0	1885	2094	13						
Pedestrians Lane Width (ft)						V TWIED GE				69.6 Y 95 Y 15 T 15		CONTRACTO
Walking Speed (ft/s)	Barata Barata	in Bousilla (e)	en en en en	1-51. G. G. G. S	aana a	X., 25, 25, 25	. (S. 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 180 - 1	alain, 200	21.6426 76		266 65 E-10	2000
Percent Blockage				_								\$ 12 J
Right turn flare (veh) Median type		h vingarane in a sport		A)	M. S.	Benedika dan siti						
Median storage veh)				None	None							
Upstream signal (ft)				223	485							
pX, platoon unblocked vC, conflicting volume	0.84 2729	0.69 704	0.69 2107				rii osi lii			San San San J		5502567A
vC1, stage 1 conf vol	2128	7.04	2107									
vC2, stage 2 conf vol	a de la companya de								Gulfa ya			
vCu, unblocked vol tC, single (s)	0 6.8	0 6.9	1017 4.1					1921/2/25/2				(TeVE74
tC, 2 stage (s)	0.0	0.5	#.1	nde oproder d			(Sorana) (So	461 Z. (B)				Sexase d
tF (s)	3.5	3,3	2.2					V 60 (6)				
p0 queue free % cM capacity (veh/h)	100 858	99 745	100 466									
Draetlon, Lene#	EBM	NBG	NIND	-NBG	0.00	8628	7.7					
Volume Total	6	628	628	628	838 838	838	432					
Volume Left	0	0	0	0	0	0	0	and although a	43479 - 2012 - 2 <sup>1</sup> 40	\$ 0\$ 1500 <b>\$</b> 0\$ 0\$		A. B.
Volume Right cSH	6 745	4700	4700	4700	4700	4700	- 13 =					
Volume to Capacity	745 0.01	1700 0.37	1700 0.37	1700 0.37	1700 0.49	1700 0.49	1700 0.25	7.1187.42				75575571
Queue Length 95th (ft)	1	0	0	0	0	0	0		•			X351 (S2./ %
Control Delay (s) Lane LOS	9,9	0.0	0.0	0.0	0.0	0.0	0.0					
Approach Delay (s)	A 9.9	0.0			0.0							6.644
Approach LOS	A			oran garyanis (pe								vest0187013
meracilian Summary												
Average Delay		5000 Sc 644	0.0 50.7%	٦٨	11102031	60.	chi co co e	42.00				
Intersection Capacity Utilizati Analysis Period (min)	UI		50.7% 15	ıu.	U Level o	ii petvice			A	year negalistika 118		
									374403/042A	350000000		



	*	-	7	•	4	N.	4	<b>†</b>	1	1	<b>↓</b>	4
Lame Group	FBI	- [8][8]	EBR	VIVESE	- NVENT	Wajk	iyiyi,	MENT	\$1 <b>(</b> 1[(	SBL	( SIN	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Lane Configurations	ሻ	<b>∱ĵ</b> ∌	hanno consider reportant accordant	N. N.	<b>^</b>	7	ሻ	ተተተ	7	*	ተተተ	7
Valume (vph)	67	182	61	176	110	134	72	1818	99	108	1444	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1	-	0	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25	111.07.05	
Satd. Flow (prot)	1652	3178	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3178	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	**************************************	34	e deserve d'en reconsisse en	en der servicken er er er er		121			67			67
Link Speed (mph)	0.5000	30	888		30			40			40	
Link Distance (ft)	la kililika wika da kwa asan arawa wa	633	n andrewer for outs and property or	eris Eriems i mezens i resemblis anno an	640			481			417	
Travel Time (s)		14.4		10.00	14.5			8.2			7.1	
Lane Group Flow (vph)	67	243	0	176	110	134	72	1818	99	108	1444	18
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases		6	enderedakteutte nasi isaan	5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0	recommon or or eter	20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.38	0.29	umh (Mismbalv venter som	0.41	0.12	0.18	0.34	0.95	0.13	0.43	0.71	0.02
Control Delay	60.7	33.9		55.8	35.8	5.2	57.8	53.0	6.9	57.1	36.8	0.1
Queue Delay	0.0	0.0	2000-0000a-40-0a-190	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.7	33,9		55.8	35.8	5.2	57.8	53.0	6.9	57.1	36.8	0.1
LOS	Е	С	e digasteria de la compete	E	D	Α	E	D	Α	Е	D	Α
Approach Delay		39.7			34.4			50.9			37.8	
Approach LOS		D			С			D			D	

Intersection Summeny Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 43 (33%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

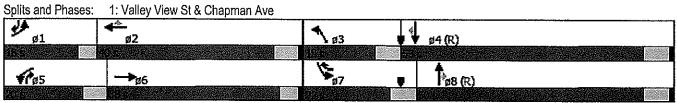
Maximum V/c Ratio: 0.95

Intersection Signal Delay: 43.7

Intersection Capacity Utilization 70:5%

Analysis Period (min) 15

Description: Chapman Ave. User Entered Value



Intersection LOS: D

ICU Level of Service C

	*		7	•	<b>←</b>	A.	4	†	1	-	ţ	4
Lane Group	EBL	EBIL	EBR	- WBL	- West	Weir	NBL,	NEXT	NBR	SBL	SPI	SBR
Lane Configurations	ነ	作		14,54	<b>十</b> 个	7	ሻ	ተተተ	7	ካ	ተተተ	7
Volume (vph)	120	198	116	209	224	158	161	1611	189	177	1799	46
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170	5 (A) (A) (A)	140	165		75	180		80
Storage Lanes	1	Common de Marchillo (Natharbaba a saidh a saidh	0	2		1	1	ad helman beloaming A selection of an electrical	1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3122	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Fit Permitted	0.950	0.0.8		0.950			0.950			0.950		
Satd. Flow (perm)	1652	3122	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red	9000		Yes		6.46.6	Yes			Yes			Yes
Satd. Flow (RTOR)		89	samanamunian and an amerika	alt experience and an attention		64		ender Sende Noord Common Commo	72		TANYALPINENS BESTERIOTA	67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		633			640			485	torraner area Alba		417	foliatura (foliationa)
Travel Time (s)		14.4			14.5			8.3			7.1	
Lane Group Flow (vph)	120	314	0	209	224	158	161	1611	189	177	1799	46
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	ΝA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases						2		Service Section 1	8			4,
Total Split (s)	18.0	38.0	***********	20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8	2000 A 440 0 0 0 0 0	16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.68	0.36		0.49	0.25	0.23	0.77	0.84	0.24	0.70	0.88	0.06
Control Delay	75.4	29.0	in a second	57.4	37.5	13.8	79.2	43.7	11.7	69.1	44.2	1.8
Queue Delay	0.0	0.0	1000 000 000 000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.4	29.0		57.4	37.5	13.8	79.2	43.7	11.7	69.1	44.2	1.8
LOS	E	C		E	D	В	E	D	В	E	D	A
Approach Delay		41.8			38.2	989		43.6			45.4	
Approach LOS		D			D			D			D	

Intersection Summery
Area Type:

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 43.5

Intersection Capacity Utilization 74.5%

Analysis Period (min) 15

Description: Chapman Ave.

\* User Entered Value

Intersection LOS: D

ICU Level of Service D

Splits and Phases: 1: Valley View St & Chapman Ave

4/4 g1	<b>4</b> <sup>©</sup> ø2	<b>↑</b> ø3		ø4 (R)
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	<b>1</b> ø3		<b>↓</b> ↓ <sub>0</sub>	4 (R)							
The second secon	30 1900 0 25 0 0 Perm 2 36.0	30 0 1900 1900 0 0 0 0 25 0 1597 0.865 0 1423 62 30 221 5.0 0 50 Perm NA 2 2 36.0 36.0 4.0 32.0 0.25 0.13 7.3 0.0 7.3 A 7.3 A 7.3 A	30 0 20 1900 1900 1900 0 0 0 0 0 0 25 0 1597 0 0.865 0 1423 0 Yes 62 30 221 5.0 0 50 0 Perm NA 2 2 36.0 36.0 4.0 32.0 0.25 0.13 7.3 0.0 7.3 A 7.3 A her	30 0 20 2 1900 1900 1900 0 0 0 0 0 0 0 0 0 0 0 0	30 0 20 2 0 1900 1900 1900 0 0 0 0 0 0 0 0 0 0 0	30 0 20 2 0 0 0 1900 1900 1900 0 0 0 0 0 0 0 0 0	1900   1852   1852	1900	\$\frac{1}{30}\$ \$\frac{1}{0}\$ \$\frac{1}{100}\$ \$\frac{1}{1900}\$ \$\frac{1}{100}\$ \$\frac	30 0 20 2 0 0 0 39 1950 3 64 1900 1900 1900 1900 1900 1900 1900 1900	1900   1900

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Lames Gliotopi	FBU	14811	EBR	VVBI	VVBT	WBR	NBIL	MBT	NBR	SBL	SBT	SHR
Lane Configurations		₩.			4		<b>ነ</b>	ተተኈ		*1	ተተጮ	
Volume (vph)	57	0	38	2	0	0	77	1862	8	55	2064	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		.0	0	10.00	0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1597	0	0	1652	0	1652	4742	0	1652	4732	0
Flt Permitted		0.839			0.689		0.950			0.950		
Satd. Flow (perm)		1380	0	0	1198	0	1652	4742	0	1652	4732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62						1	versero traverste sanoù		3	
Link Speed (mph)		30	10270 65 - 46 41571 6311055 6		30			40			40	
Link Distance (ft)	uhte etud imperansinatasina	254			133			422			223	STOCKET / LTVA
Travel Time (s)		5.8			3.0			7.2	_		3.8	
Lane Group Flow (vph)	0	95	0	0	2	0	77	1870	0	55	2103	0
Turn Type	Perm	NA		Perm	NĀ		Prot	NA .		Prot	NA	80300
Protected Phases	SEANCE CASCATOR LITTERS	2			2		3	8		7	4	ATRICK (1905)
Permitted Phases	2			2								
Total Split (s)	36.0	36.0	DA-DADES REFER	36.0	36.0		20.0	74.0	e Karants (Art Nobel	20.0	74.0	
Total Lost Time (s)		4,0			4:0		4.0	4.0		4.0	4.0	60 GH 51.
Act Effct Green (s)	a en este superior de este atrastica de la	32.0	eneration de la compa	SESSORE CONTRACT	32.0	n var kreek vasered	16.0	70.0	98880385858584.83 F3	16.0	70.0	1653-1657-1557-4
Actuated g/C Ratio		0.25			0.25		0.12	0.54	89.78 (S. )	0.12	0.54	
v/c Ratio		0.25	o servene en	ann an mar chinesar	0.01		0.38	0.73	entanastera en de a	0.27	0.83	Tarian sa ang ang
Control Delay		17.8			37.0		77.9	2.5		63.4	14.8	
Queue Delay		0.0	karekentis de dilake	earron (na thailtean	0.0		0.0	0.0		0.0	0.0	20230-084:
Total Delay		17.8			37.0		77.9	2.5		63.4	14.8	
LOS	gregoskovininos iliadokonov	B	ARRITATION TO OUT		D	: 0:25 / 15th	E	A	emenatarysteri	E	В	5000000000000
Approach Delay	N.A.Eskille	17.8	1988 (81.98)	8.46×50.82	37.0	MS-48-79-3	utu di di	5.5	um an on v	www.gomb	16.1	(E) (E) (E)
Approach LOS		В			D			Α			В	
Islanda Kilkon Quino crassy												

Area Type:

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 26 (20%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Pretimed Maximum v/c Ratio: 0.83

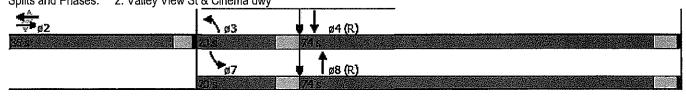
Intersection Signal Delay: 11.2 Intersection Capacity Utilization 67.4%

Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy



	*	<b>→</b>	7	•	4	*	4	†	<i>&gt;</i>	-	<b>↓</b>	4
ramasGno)(pg	Fill	l(ii)	1.131.	1///8/]	10/61	Wist.	plet	~ p\t11	) ISB	SBI.	301	SBR
Lane Configurations		र्ब	7		4		ሻ	<b>↑</b> ↑↑		*	ተተኈ	
Volume (vph)	11	2	42	- 5	Ō	6	32	1966	6	10	1608	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	600	50	0		0	130		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25		100	25		
Satd. Flow (prot)	0	1667	1478	0	1574	0	1652	4746	0	1652	4742	0
Flt/Permitted		0.869			0.939		0.097			0.055		
Satd. Flow (perm)	0	1511	1478	0	1512	0	169	4746	0	96	4742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	s (CPS 2 CPs) All Charles (Cps) (Cps)	menselficos (Omes/Alkento)	62	n donne wallen ammeniannen eine	62	nt 1887 whites a second a structure	miliazor, eg., akor p., essa i "mes. de	1	m, rakonne silvi sami va zasnahe	na new room, electron new room, en	1	surfect considerations are no action
Link Speed (mph)		30	6868	8868	30		6-6-6-6	40	0.00		40	10 20 5
Link Distance (ft)		575	SSE Jesten Service	en komuleo vezeron ar escát lodesc	159	CASTAGO ETCA AZ CONSCIALOS OSOSOS	constant and other state of con-	1322	nundra siste abel abel abel sometimes des	er van vijger er ome internationele	422	n Amerikaan synoogan Stanen.
Travel Time (s)		13.1	a na naga		3.6			22.5			7.2	
Lane Group Flow (vph)	0	13	42	0	11	0	32	1972	0	10	1616	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NĀ	
Protected Phases		2	ekatorotuen Aenomenik	entalen ottoera ermenoor	6		3	8	Little (Cook Source & Cook of	<b>7</b>	4	www.communical
Permitted Phases	2		2	6	080	0.00	. 8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	émerment elementémen	15.0	78.0	s esta esta a stata e escesa e e	15.0	78.0	Saleside Periodos e Si
Total Lost Time (s)	and the second	4.4	4,4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)	ts it and a <del>riblioted to rea</del>	32.6	32.6		32.6		85.0	74.0		85.0	74.0	
Actuated g/C Ratio		0.25	0.25		0,25		0.65	0.57		0.65	0.57	
v/c Ratio		0.03	0.10		0.03		0.14	0.73	te ett som en skriver i som en skriver	0.05	0.60	skerpen as or draw.
Control Delay		37.3	4.7		0.1		10.1	34.9		0.5	1.1	
Queue Delay	ev-autrativ ahvanti Assa sunane	0.0	0.0		0.0	ndromasztunkéreskesz	0.0	0.0	nonistastas program	0.0	0.0	900 oracido se costa
Total Delay		37.3	4.7		0.1		10.1	34.9		0.5	1.1	
LOS		D	Α		Α		В	С	Saffeet Programming of the Con-	Α	Α	nas communentes
Approach Delay		12.4		59 (O. 05) 49	0.1			34.5			1.1	
Approach LOS		В			Α			С			Α	

Interpolation Summany
Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

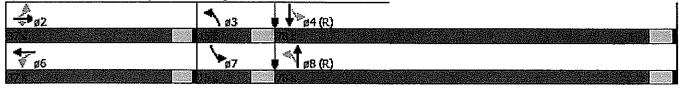
Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

Control Type: Pretimed Maximum v/c Ratio: 0.73 Intersection Signal Delay: 19.4

Intersection Signal Delay: 19.4 Intersection LOS: B Intersection Capacity Utilization 58.6% ICU Level of Service B.

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



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Lane Group	EBL	EBIT	EBR	WBIL	We'll	WBR	NBL	Nen	New	SBL	61811	SBR
Lane Configurations		व	7		4		*	ተተኈ		ሻ	ተተኈ	
Volume (vph)	19	1	27	5	1	7	72	1879	7	9	2063	27
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0	wante warmer bearing a second	1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1660	1478	0	1581	0	1652	4742	0	1652	4737	0
FIt Permitted	ALCO SOLO	0.826	05 (15) 80) 6		0.946		0.055			0.062		0.000
Satd. Flow (perm)	0	1436	1478	O	1525	0	96	4742	0	108	4737	0
Right Turn on Red	5056	60 0 16 8	Yes		8 (2 (8 g)	Yes	8.6.6		Yes			Yes
Satd. Flow (RTOR)	National State of the Company of the	escrettette fina ventralanti etc. en	62	erona verberarogomire	7	kofinnolivakumu voor vurunu akinoseu		1	ciele cumparencezano	ni kamamaran na asalah mer	2	no-manurary areas as a second
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		574			188			1322			422	
Travel Time (s)		13.0			4.3	2869		22.5			7.2	
Lane Group Flow (vph)	0	20	27	0	13	0	72	1886	0	9	2090	0
Turn Type	Perm	NA	Perm	Perm	NA	15 (5) (5) (6)	pm+pt	NA	\$1.5 O.16	pm+pt	NA	
Protected Phases		2		AND THE PROPERTY OF SAME	6		3	8		7	4	situal forest los box
Permitted Phases	2		2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	ABONO E ARONDO DAS	15.0	78.0	SPERIOR STORE	15.0	78.0	ATOTTOCO VIETA
Total Lost Time (s)		4.4	4.4		4.4		4.0	4:0		4.0	4.0	
Act Effct Green (s)	Deutstande ogsåendede	32.6	32.6	HANGE & GOVERNMENT OF THE SECTION OF	32.6		85.0	74.0	väre Volken Chokestallad	85.0	74.0	nostromonora
Actuated g/C Ratio		0.25	0.25		0.25		0,65	0.57	evise of ce	0.65	0.57	
v/c Ratio	Silvetic Pocollogic	0.06	0.06	755 6 SE CANDRO (* 6756):	0.03	SSTORY AFTER	0.37	0.70	NESTSTAKOS ALĀLI	0.04	0.77	ES 20 05 25 70 1
Control Delay		37.7	0.3		25.5		15.1	29.8		0.7	1.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0	ASSOCIATIONS	0.0	0.2	
Total Delay		37.7	0.3		25.5		15.1	29.8		0.7	1.9	
LOS		D	Α		C	19501400000455055	В	C		Α	A	erateoarear
Approach Delay		16.2	riis võrjas v		25.5	90.0000 S		29.3	ereteke	28.000,000	1.9	garanta a
Approach LOS		В			С			С			Α	

ntersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

Control Type: Pretimed

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 15.1

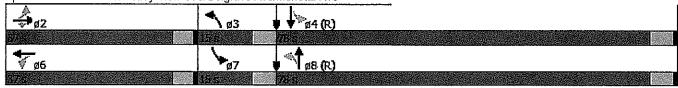
Intersection Capacity Utilization 67.8%

Intersection LOS: B

ICU Level of Service C

Analysis Period (min) 15

3: Valley View St & Belgrave Ave/Merietta Ave Splits and Phases:



Lane Configurations         The co
Volume (vph)         126         127         120         113         139         70         94         1766         69         85         1420         141           Ideal Flow (vphpl)         1900
Ideal Flow (vphpl)         1900         1800         1800         1900
Storage Length (ft)         125         0         155         0         205         130         140         85           Storage Lanes         1         0         1         0         1         1         1         1         1           Taper Length (ft)         25
Storage Lanes         1         0         1         0         1         1         1         1         1           Taper Length (ft)         25
Taper Length (ft)         25         25         25         25           Satd. Flow (prot)         1652         3062         0         1652         3138         0         1652         4746         1478         1652         4746         1478           Flt Permitted         0.464         0.385         0.950         0.950         0.950           Satd. Flow (perm)         807         3062         0         669         3138         0         1652         4746         1478         1652         4746         1478           Right Turn on Red         Yes         Yes         Yes         Yes         Yes         Yes
Satd. Flow (prot)         1652         3062         0         1652         3138         0         1652         4746         1478         1652         4746         1478           Flt Permitted         0.464         0.385         0.950         0.950         0.950           Satd. Flow (perm)         807         3062         0         669         3138         0         1652         4746         1478         1652         4746         1478           Right Turn on Red         Yes         Yes         Yes         Yes         Yes
Fit Permitted         0.464         0.385         0.950         0.950           Satd. Flow (perm)         807         3062         0         669         3138         0         1652         4746         1478         1478           Right Turn on Red         Yes         Yes         Yes         Yes         Yes
Satd. Flow (perm)         807         3062         0         669         3138         0         1652         4746         1478         1652         4746         1478           Right Turn on Red         Yes         Yes         Yes         Yes         Yes
Right Turn on Red Yes Yes Yes Yes
Satd. Flow (RTOR)         120         66         114         119
Link Speed (mph) 30 30 40 40
Link Distance (ft) 1137 350 1122 1322
Travel Time (s) 25.8 8.0 19,1 22.5
Lane Group Flow (vph) 126 247 0 113 209 0 94 1766 69 85 1420 141
Turn Type pm+pt NA pm+pt NA Prot NA Perm Prot NA Perm
Protected Phases 1 6 5 2 3 8 7 4
Permitted Phases 6 2 8 4
Total Split (s) 16.0 39.0 16.0 39.0 20.0 55.0 20.0 55.0 55.0
Total Lost Time (s) 4:5 4:5 4:5 4:5 4:5 4:5
Act Effct Green (s) 24.9 13.6 24.7 13.5 15.2 73.9 73.9 13.2 71.7 71.7
Actuated g/C Ratio 0.19 0.10 0.19 0.10 0.12 0.57 0.57 0.10 0.55 0.55
v/c Ratio 0.55 0.58 0.53 0.54 0.49 0.65 0.08 0.51 0.54 0.16
Control Delay 51.7 33.5 51.1 42.7 45.5 19:0 3.0 87.0 2.8 1.2
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.
Total Delay 51.7 33.5 51.1 42.7 45.5 19.0 3.0 87.0 2.8 1.2
LOS D C D D D B A F A A
Approach Delay 39.6 45.6 19.7 7.0
Approach LOS D D B A
Interpretion Summany
Area Type: Other
Cycle Length: 130

Offset: 90 (69%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

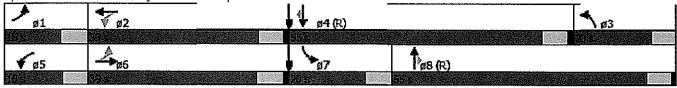
Maximum V/c Ratio: 0.65

Actuated Cycle Length: 130

Intersection Signal Delay: 18.5 Intersection Capacity Utilization 74:1% Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 15 Description: Lampson Ave.

Splits and Phases: 4: Valley View St & Lampson Ave



	*		~	*	4-	A.	*	<b>†</b>	1	4	+	1
Laine Group	EBI	4,07	EBR	WBI	WAIT	War	NEI	Nati	NBR	SHL	881	SHF
Lane Configurations	*	<b>↑</b> 1>		ሻ	仲		ሻ	ተተተ	7	ሻ	ተተተ	7
Volume (vph)	228	225	105	181	259	108	217	1601	112	112	1798	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140	0.00	85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3145	0	1652	3158	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.290			0.343	Straight and the second		0.950			0.950		
Satd. Flow (perm)	504	3145	0	596	3158	0	1652	4746	1478	1652	4746	1478
Right Turn on Red	6.9.6.6		Yes	45 St. 61		Yes	8-12-16 A		Yes			Yes
Satd. Flow (RTOR)	in the medicinary and a second resource of the second	57	Lissovet, vees non-immerial me	work over to let be expense.	48	s com regio com sta ca ca representa	- No. arms out and the most of an		114	NULESCENDE CONTRA CANAL AN WITH	na de la companya de	119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137	um entended et en entende		350	ree or securious resse		1122			1322	Name of the Control of the Control
Travel Time (s)		25.8			8.0		50.000.000	19.1			22.5	
Lane Group Flow (vph)	228	330	0	181	367	0	217	1601	112	112	1798	177
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1 ***********************	6	, MARTINE AND CONTRACTOR LABOR	5	2	ly fathern we start of a conference of	3	8	noted and distribution	7	4	Special specia
Permitted Phases	6			2					8	Asia Maria San		4,
Total Split (s)	16.0	39.0		16.0	39.0		25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	31.6	20.1	rozanico e caos	31.6	20.1	List substantibilismi	20.2	50.5	50.5	29.9	59.9	59.9
Actuated g/C Ratio	0.24	0.15		0.24	0.15		0.16	0.39	0.39	0.23	0,46	0.46
v/c Ratio	1.02	0.62	over-broughts regarder with	0.76	0.69		0.85	0.87	0.17	0.30	0.82	0.24
Control Delay	106.8	46.8		59.4	51.7		65.1	29.3	1.5	42.2	8,9	2.4
Queue Delay	0.0	0.0		0.0	0.0	nderten stadenskab	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.8	46.8		59.4	51.7		65.1 -	29.3	1.5	42.2	8.9	2.4
LOS	F	D	etaataan ta an ees o	E	D	veromo inservalvom vira	e E	C	A	D	<b>A</b>	A
Approach Delay		71.3	1861 (SA)		54.3		18 80 SQL	31.7		45.45.25	10.1	0.161.00
Approach LOS		Ε			D			С			В	

Intersection Summany

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 29.6

Intersection Capacity Utilization 85.3%

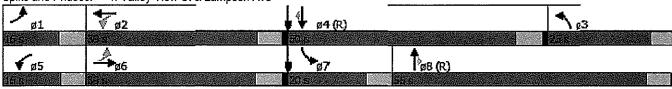
Analysis Period (min) 15

Description: Lampson Ave.

Intersection LOS: C

ICU Level of Service E

Splits and Phases: 4: Valley View St & Lampson Ave



	Þ	-	7	*	<b>←</b>	*	4	†	<i>&gt;</i>	-	1	4
lanje Cholip	141)	1,111	i jiji.	(i)/t/l	W/E	e Waise	p[B]	MH	111111		3111	SBR
Lane Configurations	ኻ	<b>†</b>	7	ሻ	<b>↑</b>	ř	ሻ	ተተተ	7	ሻ	ተተተ	7
Volume (vph)	40	17	121	111	22	46	43	1908	48	22	1604	22
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25		669,6	25			25	0.0		25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.743		and the past of	0.746			0.950			0,950	and a second	
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121	r St. Crastella St. Sweet College (co. 14)	binatorio Otoliano pola	86	n nelikanski nuseskana		80			80
Link Speed (mph)	6.6.6.6	30	9 (8)		30			40			40	
Link Distance (ft)		687	Oddani (edinaston) (s.		379			648			1122	SANCESANA PROPERTIES
Travel Time (s)		15.6		(1.4 (1.4)	8.6			11.0			19.1	
Lane Group Flow (vph)	40	17	121	111	22	46	_43	1908	_ 48	_22	1604	22
Turn Type	pm+pt	NĀ	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA.	Perm
Protected Phases	1	6	ionaria de la companio	5	2	63807-5892- <b>1</b> 007	3	8		7	4	50000000000000000000000000000000000000
Permitted Phases	6	• • • •	6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4,0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4,0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0,35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.08	0.04	0,25	0.23	0.05	0.10	0.21	1.01	0.08	0.11	0.85	0.03
Control Delay	25.9	35.5	7.5	27.9	35.7	1.3	54.3	60.8	1.7	70.6	22.8	0.4
Queue Delay	0.0 25.9	0.0 35.5	0.0 7.5	0.0	0.0	0.0 1.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay LOS	reconstruction and programme and the second	en-doller annament best	ANALOG TO COMPANIES AND COMPANIES	27.9	35.7	"sec. / 800/09/00/05/15/16/03/NY 78/03/1	54.3	60.8 E	1.7	70.6	22.8	0.4
Approach Delay	С	D 14.3	Α	С	D 22.0	Α	D		Α	E	C 23.1	A
Approach LOS		14.3 B			22.0 C			59.3			CONTRACTOR STREET, SANS STREET,	
Approach LOS		D			Ç			E			С	

hiarsedion Summary

Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

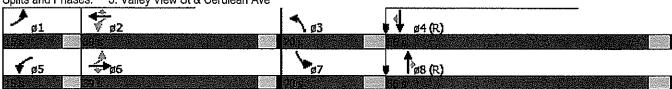
Control Type: Pretimed Maximum v/c Ratio: 1:01 Intersection Signal Delay: 40.7

Intersection Capacity Utilization 63:5%

Intersection LOS: D
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



	۶		>	*	<b>←</b>	*	*	†	<i>&gt;</i>	-	1	1
Lane Group	EBL	E(B) (	EBR	Will	West	WHE	NBL	NBT	NBB.	SHI	SBT	SHR
Lane Configurations	ሻ	<b>†</b>	74	74	<b>1</b>	7	<b>ነ</b> ຖ	ተተተ	7	ነ	ተተተ	7
Volume (vph)	56	47	103	88	42	64	112	1844	111	66	1925	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.730			0.595			0,950		(S) 48 (S) (S	0.950		
Satd. Flow (perm)	1269	1739	1478	1034	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes		1651.66.62	Yes
Satd. Flow (RTOR)	- mercona descriptorio antico con con con	MAGNETY ASSETSTATION TO A	103	ef store Looks dan Damourus documen	po March o And Street Street Commission (as on the	86			80	-2	- Annual control of the control of t	80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	Constant and the State of the state	687	Sicret, estude supply despited to	el vol volotatelete ett ett v	379	raketakerake Jekkaranake He	- NUTS AND SECTIONS	648	namentari delementaring bersala	en ortugen ton herotekingsoo	1122	e Set in installation of the s
Travel Time (s)		15.6			8.6	62.020.020.0	10000	11.0			19.1	
Lane Group Flow (vph)	56	47	103	88	42	64	112	1844	111	66	1925	34
Turn Type	pm+pt	NA	Perm	pm+pt	NA :	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	To a restroconspicate attention to an	3	8		7	4	Care removaring
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.1	11.1	11.1	22.8	14.3	14.3	14.6	83.5	83.5	11.8	77.8	77.8
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.24	0.32	0.47	0.38	0.22	0.27	0.61	0.60	0.11	0.44	0.68	0.04
Control Delay	45.8	61.7	17.3	49.2	58.1	8.1	68.1	15.7	4.2	74.8	3.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	61.7	17.3	49,2	58.1	8.1	68.1	15.7	4.2	74.8	3.2	0.0
LOS	D	E	<b>B</b>	D Processor and the service of the s	E	A	E	<b>B</b>	A	E	A vero most testes person	A Voderation attraction
Approach Delay		35.2			37.6		rasi.	17.9	45 (\$ 45) B		5.4	
Approach LOS		D			D			В			Α	

hterseation Gummany:

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 13.9

Intersection Capacity Utilization 67.1%

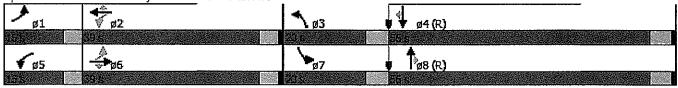
Intersection LOS: B

ICU Level of Service C

Analysis Period (min) 15

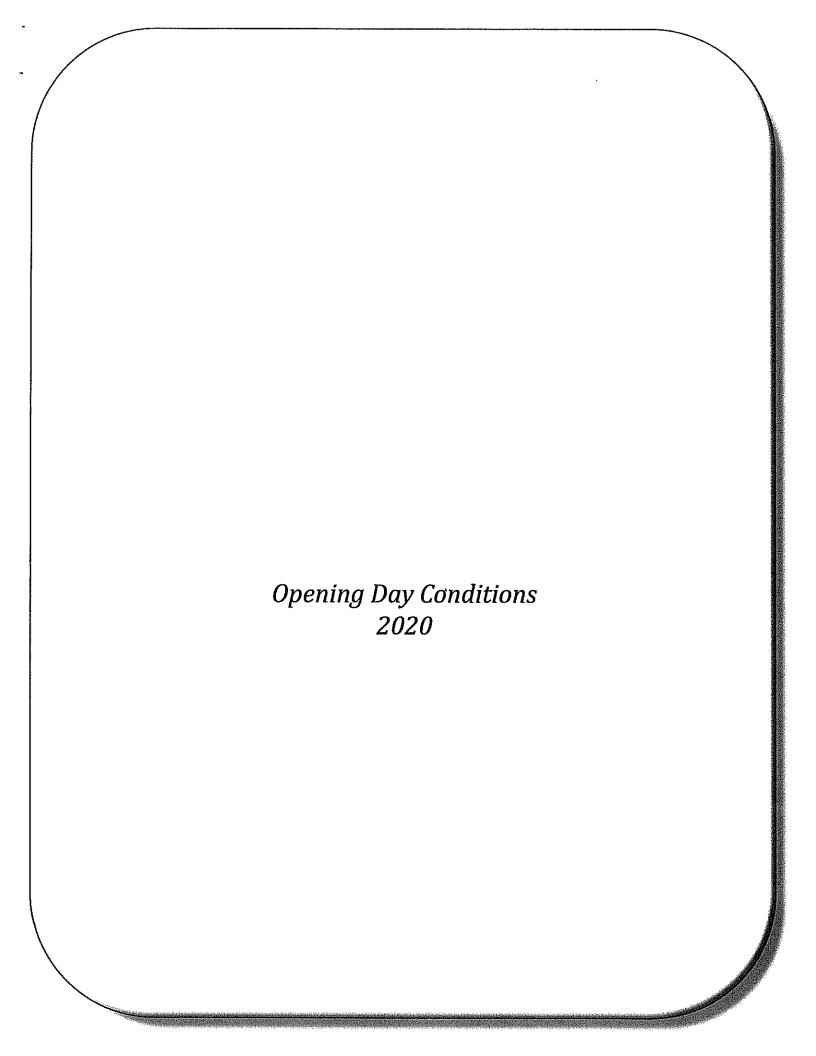
Splits and Phases: 5: Valley View St & Cerulean Ave

Other



	<u>_</u>	*	4	†	<b>↓</b>	4
blovement	[3]	FBR	/ NBI	a Nijii	Shil's	SBR
Lane Configurations			hind Colon Colon was about ordinary	ተተተ	ተተጉ	
Volume (veh/h)	0	15	0	2019	1747	17
Sign Control Grade	Stop			Free	Free	
Peak Hour Factor	0% 1.00	1.00	1.00	0% 1.00	0% 1.00	1.00
Hourly flow rate (vph)	1.00	1.00	1.00	2019	1747	1.00
Pedestrians	Ü	ļĢ	y	2010	ודוו	W.
Lane Width (ft)				8.16		
Walking Speed (ft/s)			ender Dronner and Artista	Alexandre (1997) (1995)	87.159 CH210C ALLINO VAS 1	
Percent Blockage			6.45000.5		490	
Right turn flare (veh)					- regressioner	
Median type Median storage veh)				None	None	
Upstream signal (ft)				227	481	
pX, platoon unblocked	0.78	0.76	0.76	LL)	TV!	
vC, conflicting volume	2428	591	1764			
vC1, stage 1 conf vol				N 868-100 PHYS 2-1762 (1926)	e et socialis faire et a 2500 to 15	
vC2, stage 2 conf vol				50000	e ne ne	
vCu, unblocked vol	0	0	917			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s) tF (s)	3.5	3.3	2.2			i de la companya de
p0 queue free %	100	98	100			
cM capacity (veh/h)	802	828	565			
	VICE 510 FINAL STEEL SUBSTILLING	CONTROL DE MARCON CONTR		NII O		
Direction, Lene <i>th</i> Volume Total	<b>BB J</b>	MB 1 673	NB12 673	673	699	3H2 -3H3 699 366
Volume Left	0	073 0	- 073 0	0/S	0 099	0 0
Volume Right	15	0	Ö	0	. 0	0 17
cSH	828	1700	1700	1700	1700	1700 1700
Volume to Capacity	0.02	0.40	0.40	0.40	0.41	0.41 0.22
Queue Length 95th (ft)	1	0	0	0	0	0 0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0 0.0
Lane LOS	A 9,4	0.0			0.0	
Approach Delay (s) Approach LOS	9.4 A	0.0	60, 684, 654, 668		0,0	
• •	Λ		nini ki sina wana n			
mereoritm Summary						
Average Delay			0.0	ī	îni -	F. A. A. A. B.
Intersection Capacity Utilizat Analysis Period (min)	IOI		44.1%	: el€	u Level c	of Service A
Viigiliais Leiinn (IIIIII)			15	Selection of the Select		and a second
	988 P. S. S. S. S.					

	<i>*</i>	7	4	†	Į.	1						
Movement	EBL	EBR	NBL	NBIT	SBIT	SBR						900
Lane Configurations		7	ra r - pa wygosaannan dhor 848	ተተተ	ተተኈ			and section in the contract of				instances
Volume (veh/h)	0	25	0	1919	2112	35						
Sign Control Grade	Stop 0%			Free 0%	Free 0%					Grandon de la composición dela composición de la composición de la composición dela composición dela composición dela composición de la composición dela composición de la composición dela composición dela compo		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00						2000 B
Hourly flow rate (vph)	0	25	Ö	1919	2112	35		100000				
Pedestrians							878550N#K218658035					980000000
Lane Width (ft)												
Walking Speed (ft/s) Percent Blockage		(in his englasted trans	organistic (dispers		900 TO SEC 1880	15050 7000 550 1417						
Right turn flare (veh)			2 (252 (25) 200 (4)	59/151, SEE 109/	700.761.650.66	5/06/4/2EL/6/EL/6/E						088250
Median type				None	None							
Median storage veh)				000	105							\$127 <b>63</b>
Upstream signal (ft) pX, platoon unblocked	0.83	0.68	0.68	223	485							9/64 -
vC, conflicting volume	2769	722	2147									
vC1, stage 1 conf vol	1423:19/0503E.034:19/45:19	Control of the State Sta	-5 (16/5) (	S2011 10 20 11 20 11 11 11 11 11 11 11 11 11 11 11 11 11	erenser a converse	The six of the sections of the		20190340190011103	DROIG DAMAGEN 1975		-05146-945-908940-92554-6	
vC2, stage 2 conf vol		_										54 (59) 2 (1)
vCu, unblocked vol (C, single (s)	0 6.8	0 6.9	1055 4.1						S (S)			
tC, 2 stage (s)	0:0	0.9	4.1									
tF (s)	3.5	3.3	2.2									
p0 queue free %	100	97	100									M50435.e534
cM capacity (veh/h)	852	741	448		1617.1							
Dipodop, Lane#	E8/1	NB 1	NB2	NB3	884	SB 2	SB(3)					
Volume Total	25	640	640	640	845	845	457			V 7072.00	a signifi.	(A. 183)
Volume Left Volume Right	0 25	0	0 0	0	0	0	0 35					
cSH	741	1700	1700	1700	1700	1700	1700					igerdan,
Volume to Capacity	0.03	0.38	0.38	0.38	0.50	0.50	0.27	6.6	9,45,70,48		a coming abo	867 B/A
Queue Length 95th (ft)	3	0	0	0	0	0	0	okaronis Eorabba			15.15.00.55.05.05.05.15.05.05	resultes
Control Delay (s) Lane LOS	10,0 B	0.0	0.0	0.0	0.0	0.0	0.0				AMENGRADI.	201131
Approach Delay (s)	10.0	0.0		ás kölnés nég r	0.0					\$ 8 5 5		(8) (8)
Approach LOS	В	range and residence of the second			ar en propriation (con	2265/426(%000	enganzeentekse	929040969VE310		enga pagapak a tabah	224,265,567,694,0	mare opens
ntersection Summany					9							7.
Average Delay			0.1					NO ENGLISH (NEW YORK)	Santa Santa Maria	avarelli silli si		
Intersection Capacity Utilizat	tion		51.6%	IC	U Level c	of Service			Ā			15777877 Che 1570
Analysis Period (min)		oug description	15									i de la companya de
	e 199 p.St. 450 p.St.	25/20/20/20/20										<b>27/38</b>



	<b>≯</b>	-	7	•	4	4	*	<b>†</b>	*	-	<b>↓</b>	4
Lana Group	EBI.	EBII	EBR	Wal	Wali	WBR	NBIL	NB/I	NBR	SBL	SBIL	SBR
Lane Configurations	¥	ħβ		14.54	<b>个个</b>	7	ሻ	ተተተ	7	ኻ	ተተተ	7
Volume (vph)	68	186	-57	173	112	137	68	1847	96	110	1465	18
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1	nament film more many and	0	2		1	1	annua sun addresso ser successo successo	1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3188	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Fit Permitted	0.950		8.37.6	0.950			0.950			0.950		
Satd. Flow (perm)	1652	3188	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red	0.00258	A Alahan	Yes			Yes		2.24.22.60	Yes		84190 ( <b>56</b> 1478)	Yes
Satd. Flow (RTOR)		30	rofesivaren omaria			119			67	AVORTOVICENSISTA		67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	-5-0650000000000	633			640			481			417	ikalan-epantakia
Travel Time (s)		14.4			14.5			8.2			7.1	
Lane Group Flow (vph)	68	243	0	173	112	137	_68	1847	96	110	1465	18
Turn Type	Prot	NĀ		Prot		pm+ov	Prot	NA	pm+ov	Prot	NĄ	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases	400	00.0		00.0	40.0	2	400	<b>50</b> 0	8	00.0	F0 0	4
Total Split (s)	18.0	38.0	urganismo erasia.	20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	-4.0 	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8	1905/6942918994	16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/G Ratio v/c Ratio	0.11 0.38	0.26 0.29	ingan garana	0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
Control Delay	60.9	0.29 34.6	1564 (1564) 1564 (1564)	0.40	0.12	0.19	0.32	0.97	0.12	0.44	0.72	0.02
	0.0	0,0		55.7	35.8	5.7	57.4	55.5	6.6	57.3	37.1	0.1
Queue Delay	60.9	34.6		0.0	0.0	0.0 5.7	0.0	0.0 55.5	0.0	0.0	0.0	0.0
Total Delay LOS	60.9 E	ა4:ნ С		55.7 E	35.8 D	<i>ار</i> .د A	57.4 E	: ::::::::::::::::::::::::::::::::::::	6.6	57.3 E	37.1 D	0.1
Approach Delay	C V	40.3			34.2	A		53.2	A	E	38.1	A
Approach LOS	ti i dan da i da	+v.s D	. 349 /6K/: SÖK :	in e opia.	. эн.z С		0.050,000,000	აა.z D			ુ ૩૦, I D	(200 G) 1991

ntersaction/Summany

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 43 (33%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 44.9

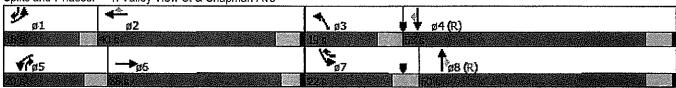
Intersection Capacity Utilization 70.9%

Intersection LOS: D ICU Level of Service C

Analysis Period (min) 15 Description: Chapman Ave.

User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



	•	-	7	*	<b>—</b>	*	1	<b>†</b>	1	1	<b>↓</b>	4
Lamo Grotip	1:81	1,111	FUR	\/\f\	-\/\/;\/i	≨ ijisik	a did	NED)	plBlk	SBI,	Shil	SiBIR
Lane Configurations	ኻ	∱ĵ∍		ሻሻ	<b>个</b> 个	7	ሻ	<u>ተተተ</u>	7	35	ተተተ	7
Volume (vph)	122	202	106	200	228	161	153	1629	182	181	1820	47.
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1	and the statement	1	1		1
Taper Length (ft)	25			25		0.50	25		8689	25	100129-000	4
Satd. Flow (prot)	1652	3131	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3131	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes		16000	Yes			Yes		14.00	Yes
Satd. Flow (RTOR)	throughous was assured to separate respective	71				62			69			67
Link Speed (mph)		30			30		0.00	40			40	
Link Distance (ft)	District Annual Control of the Control of Co	633	a constraint our months		640	The second second		485			417	
Travel Time (s)		14.4			14.5			8.3			7.1	
Lane Group Flow (vph)	122	308	0	200	228	161	153	1629	182	181	1820	47
Turn Type	Prot	NA		Prot	NA	pm+ov =	Prot	NA	pm+ov	Prot	NÀ	pm+ov
Protected Phases	1	6	Literate Autority of Linear Court	5	2	7	3	8	5	7	4	1
Permitted Phases						2			8			4
Total Split (s)	18.0	38.0	nen kilona en skenegn fungs ak	20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8	communication and the second	16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/O Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.69	0.36	escelluseki nepara sansegudi uu	0.47	0.25	0.23	0.73	0.85	0.23	0.72	0.89	0.06
Control Delay	76.3	31.1		56,9	37.6	14.3	75.7	44.2	11.6	70.2	44,9	1.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	31.1		56.9	37.6	14.3	75.7	44.2	11.6	70.2	44.9	1.9
LOS	E	С		E	D	В	Е	D	В	Ε	D	Α
Approach Delay		43.9			37.8		10.00	43.7			46.2	
Approach LOS		D			D			D			D	

ljilaraooilojjiSiumjija	ıy
Area Type:	Other
Cycle Length: 130	
Actuated Cycle Leng	jth: 130

Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

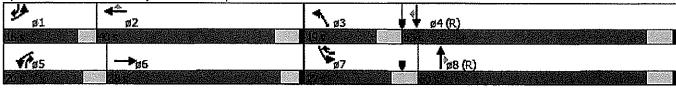
Intersection Signal Delay: 44.0 Intersection Capacity Utilization 74.3%

Intersection LOS: D
ICU Level of Service D

Analysis Period (min) 15 Description: Chapman Ave.

\* User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



	ⅉ	<b></b> .	7	•	4	*	4	<b>†</b>	1	4	ţ	4
Lame Group	[FB]	EBT	EBR	WBL	Wha	Wine	ivel	NBIT	NBR	SIN.	Sil)1	3111
Lane Configurations		4			4		75	ተተኈ		7	<b>ተ</b> ተጮ	
Volume (vph)	3	0	4	2	Ó	0	10	1999	3	65	1651	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	110		0	125		0,
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1571	0	0	1652	0	1652	4746	0	1652	4746	0
Flt Permitted		0.954			0.753		0,950			0.950		
Satd. Flow (perm)		1531	0	0	1309	0	1652	4746	0	1652	4746	0
Right Turn on Red			Yes	11.50 (3.6)	60 (6. 85 (8	Yes	(	(5) (2) (6) (9)	Yes		8.00.00	Yes
Satd. Flow (RTOR)		62	um/s i saz vena Janaretra	NIGHT, MERTING CAUSES AND USE	r anditae attendan, namanti da	v.merosta promovatenom con		era describilidad il modelaco, sono po	and the statement of th	NETWO CARROLINA PEDIOS DIVIDIOS CAR		\\\\\\
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	nana di kacamatan masa	221	e organija socijanja <del>sec</del> ijana sej	e de l'amente d'Amente de Comme	105	n, frankli forskripter (sammer, dens Opport) best	Const. Audolina Andro Ser Andrá	422			227	Nami i minima manda
Travel Time (s)		5.0	1495 E. 1914		2.4			7.2			3.9	
Lane Group Flow (vph)	0	7	O	0	2	0	10	2002	0	65	1652	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	6.856	Prot	NA	
Protected Phases	rin Stanton una verschrei west	2	and courses or an experience of	Court of which who we will use	2		3	8		7	4	Kusimarhuminen
Permitted Phases	2			2						40.000		
Total Split (s)	36.0	36.0	-Mustives-majoropush	36.0	36.0	e enforce en un un contrato consciui	20.0	74.0		20.0	74.0	non more and a second
Total Lost Time (s)		4.0			4.0	10 15 m	4.0	4.0	diding.	4.0	4.0	
Act Effct Green (s)	enchia di sassa sarina di santada are	32.0	~ 45000 <b>A</b> ) 7-8, V. v. C. J.	sant alternative of deep statement	32.0	ed with the end with dealers wheth the	16.0	70.0	nati bakan attu na aditun um	16.0	70.0	roles (MH classics New Cores,
Actuated g/C Ratio		0.25			0.25	30.00	0.12	0,54		0.12	0.54	60.00
v/c Ratio		0.02	Companya (m. ca. Jo., cambro, m.	peniu respenti i ti vieti utovito	0.01		0.05	0.78	n en	0.32	0.65	com-orangenderson-e
Control Delay		0.1			37.0		72.9	3.6		66.3	10.2	
Queue Delay	o de modern de la compactica de la compact	0,0	-NOTE AND A STEEL OF	en en marco-sensor	0.0		0.0	0.0		0.0	0.0	
Total Delay		0.1		969.958	37.0		72.9	3.6	SPECIAL S	66.3	10.2	
LOS	m faultimostorium armininos	<b>A</b>	ONSURTA MAZERZO 1000 DO 100 IN	Sentables of the control of the	D	aller orders ambalmst amb amb did	E	A cultivariation of the contraction of the contract	s in sciential transcript a history	E	<b>B</b>	Num Complete transcript
Approach Delay		0.1		ro sie saco	37.0	194.10.46	100,020,00	4.0		4.60 (A) (B)	12.3	io e di
Approach LOS		Α			D			Α			В	

Intersection Summany

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 30 (23%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Pretimed Maximum v/o Ratio: 0:78

Intersection Signal Delay: 7.8

Intersection Capacity Utilization 65,4%

Intersection LOS: A ICU Level of Service C

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway

	*	<b>-</b>	*	•	4	Ł	4	†	1	-	<b>↓</b>	4
Jane Gipuly	[18]	E,B)11	EBR	Well	VIII i	⊕WBR.⊚	MEN,	a NEUE	i BK	sijl,	es sit il	SBR
Lane Configurations	Mit Of Mention in the state of Annual Court (where our wild	4	2-8/46 s# : 228/22/15:3 <del>8************************************</del>		4	NEONA KENERATA PENDENARA PAR	<b>*</b>	竹角	ing all the control of the control of the	ሻ	ተተኈ	The latest will write and construct on setting
Volume (vph)	7	0	8	2	0	0	20	1916	8	56	2100	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	Ó		0	110		0	125		0
Storage Lanes Taper Length (ft)	0 25		0	0 25		0	1 200		0	1		0
Satd. Flow (prot)	25 0	1576	0	25 0	1652	0	25 1652	4742	0	25 1652	4746	^
Flt Permitted	U	0.934	U		0.748	U	0.950	4142	U	0.950	4/40	0
Satd. Flow (perm)	0	1507	0	0	1300	0	1652	4742	0	1652	4746	0
Right Turn on Red	•	1001	Yes	· ·	1000	Yes	1002	7172	Yes	1002	7/40	Yes
Satd. Flow (RTOR)		62						1				
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	and a separate separation of the second seco	254			133	*555.09E24556005***		422			223	\$\$\$\$\$\$2\$
Travel Time (s)		5.8			3.0			7.2			3.8	
Lane Group Flow (vph)	0	15	0	0	2	0	20	1924	0	56	2106	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases	n kannakan kan per	2	5.01500000000		2		3	8	Congr. And Martin Street, entire	7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0		20.0	74.0		20.0	74.0	22T09T2T2T4T/
Total Lost Time (s) Act Effct Green (s)		4.0 32.0	Konski sa S	16 00,000	4.0	and made	4.0	4.0	Burgalah sak	4.0	4.0	
Actuated g/G Ratio		0.25	60 60 60 60		32.0 0.25		16.0 0.12	70.0 0.54		16.0 0.12	70.0 0.54	ar de ar
v/c Ratio		0.20			0.20		0.12	0.75		0.12	0.82	n. de, es.
Control Delay		0.1			37.0		72.3	2.6		63.7	15.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	-53355
Total Delay	100000000000000000000000000000000000000	0.1			37.0		72.3	2.6		63.7	15.0	
LOS	AN \$1100 NOT THE DOLL OF STREET	A	-2.00 (19509A)-2000A3-200A	216864746641145-20154	D	elentine in periode properties	E	A	(606-100-2064-656-10)	E	В	
Approach Delay		0.1		165 (100, 100)	37.0	6 50 6		3.3	5 7 6 6		16.2	31515
Approach LOS		Α			D	**************************************	***************************************	Α	and the state of t	400 miles (100 g 10) (100 miles (10) miles	В	. Service Charles (Appendix )
Intersection-Summary												
Area Type:	Other	50/4m/527/4/74 ch:	province destination	NOS POR EL CONTRO SESTIONAS	ta kreje monta casa	THE STATE OF THE STATE OF THE	novikos antaro e	izna obstravel svene se s	15.5000A67875034.6270	CAS TO THE COMMENT	(80)-020 Zenevovenski	Anti-oniconference esc
Cycle Length: 130							19 (5) (5) 10 (4) (5)					
Actuated Cycle Length: 130	STOCK PUBLISHED ALVERS AND	7 ODT	i o not	6000	i i o							en som to se
Offset: 26 (20%), Reference	ed to phase	4:5Bil an	0.8:1481,	Start of	ist Green							
Control Type: Pretimed Maximum v/c Ratio: 0.82			neriene in	i 1868 (1888 (1886)		£01000000000				i de la company		850×54395×0
Intersection Signal Delay: 1	n 1			ln:	tersection	I OS B				0.21.6		
Intersection Capacity Utilization				and a series of the series of the series	U Level c		<b>D</b>					22-450-103-1
Analysis Period (min) 15					9:599	/I GCI VIOC	J.				odous du	
Description: 4 Stars Cinem	a Driveway						(§ 165 - 64) (					er evite
Splits and Phases: 2: Va	lley View St	& Cinema	a dwy									
<b>₹</b> ø2	1	4		$\prod$	4.603							
7 T 0 Z		<b>1</b> ø3	(34,03,03)	♥ ▼ d	4 (R)			Syvission services	30/03/20/20/20			Section Sections and

Albert Grover & Associates 7/10/2018

† p8 (R)

	*	<b>-</b>	7	*	<b>←</b>	*	4	<b>†</b>	<b>/</b>	-	Ţ	1
Lainai Giroupi	EBL	EBI	FAR	Wall	Wait	WeiR	NBI,	NBIL	NBR	SBL	SiNE	- SBR
Lane Configurations		र्स	7		₽		ሻ	ተተኈ		ሻ	ተተኈ	
Volume (vph)	7	2	43	5	0	4	33	1992	6	8	1629	- 5
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	60.00	50	0		0	130		0	110		O,
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		and the second
Satd. Flow (prot)	0	1674	1478	0	1590	0	1652	4746	0	1652	4746	0
FIt Permitted		0.895			0.929		0.095			0.055		
Satd. Flow (perm)	0	1556	1478	0	1518	0	165	4746	0	96	4746	0
Right Turn on Red		6.9.00	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	er demonstration of state the state of the s	considerate description against	62		62			1	V-1000-1-00-V-10-0-0-0-0-0-0-0-0-0-0-0-0	record new day and description	1	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	• • • • • • • • • • • • • • • • • • •	575	and protest and property		159	nation of the sour	el-vl. ( Almen "el manelliste ( minus)	1322	n, make ta kun kan waka asa w	and park inches systems (Art, 1857).	422	ONE SECURITIES
Travel Time (s)		13.1	C-800 (63-69)		3.6			22.5		6 30-6 (5)	7.2	
Lane Group Flow (vph)	0	9	43	0	9	0	33	1998	0	8	1634	0
Turn Type	Perm	NĀ	Perm	Perm	NĀ		pm+pt	NA		pm+pt	NA	555
Protected Phases	en i en activi con precionen anna con conce	2	BETTE STOLLAND STOLLAND STOLLAND	rithus Shirithus Paris ett mertten en de tre	6	- Chate (Structure) (Chate (Stru	3	8	na a a apparent des	7	4	Votarnatura vosta
Permitted Phases	2	6 (S) (S)	2	6			8	47 (24 (2)		4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0	sumed assumers that	15.0	78.0	ostadostrados
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)	rovers o expressed and construction	32.6	32.6	danaran a Al-Taria	32.6	Salaran orang Suras da	85.0	74.0	k dysymboly oby a professory of	85.0	74.0	orea displayments
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	50.00.00
v/c Ratio		0.02	0.10	lace the case between	0.02	a versamenta an energy e	0.14	0.74	samen and the first teach	0.04	0.60	uzerrania del con
Control Delay		37.1	4.8		0.1		10.2	35.5	100000000000000000000000000000000000000	0.4	0.9	į
Queue Delay		0.0	0.0	4-15-15-15-15-15-15-15-15-15-15-15-15-15-	0.0	nigation contracts to	0.0	0.0	pisko Setorogi	0.0	0.0	Value 10 10 10 10 10 10 10 10 10 10 10 10 10
Total Delay		⊕ 37.1 -	4.8		0.1		10.2	35.5		0.4	0.9	600000
LOS	5-01-05-0505-0505-0505	D	<b>A</b>	v 75 i 2545 w roughy 86665	A	Sanaron universitaria made	B	D	s:::::::::::::::::::::::::::::::::::::	A	<b>A</b>	uggvorddradragrig
Approach Delay	3.00 S. 6.5	10.4			0.1	grand de		35.1	178.00% 537	28.00	0.9	
Approach LOS		В			Α			D			Α	

ntersection Summany

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

Control Type: Pretimed

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 19.6

Intersection Capacity Utilization 58.9%

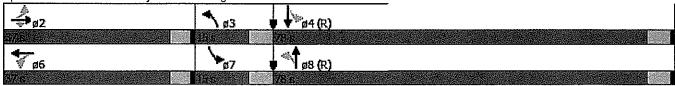
Intersection LOS: B

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave

Other



			*	*	←	•		Î	1	-	<b>\</b>	4
Lama Girnip	14131	1,81	e Bir	W(3)	V/631	Welt.	Ŋij	MBT	)\[3](\	- SH)	311	SiB)¦k
Lane Configurations		ર્વ	7		4		<b>*</b> f	ተተጉ		ነኝ	<b>↑</b> ↑1>	en e
Volume (vph)	11	1	28	5	1	ä	73	1887	7	5	2079	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		Ö	130		Ö	110		0
Storage Lanes	0		1	0	- 1.1 end total minimum of the PARIS	0	1	m.y.c.m.e., & *_c.te*Te*111785367.9381	0	1	94 6 F F F F F F F F F F F F F F F F F F	0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1662	1478	0	1615	0	1652	4742	0	1652	4742	0
Flt Permitted		0.861			0.928		0.055		-	0.061		
Satd. Flow (perm)	0	1497	1478	0	1541	0	96	4742	0	106	4742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			62		3		CONTRACTOR	1	THE STATES OF STATES SALVES SA	01.0 000 00 000 00 00 00 00 00 00 00 00 00	2	*(1700) - 1.010(1007) 100
Link Speed (mph)	A CONTRACTOR	30			30	(a) (b) (b) (c)	9 9 5 5	40			40	
Link Distance (ft)		574			188			1322		And the Committee of th	422	ner registration of the Control of t
Travel Time (s)		13.0			4.3			22.5			7.2	
Lane Group Flow (vph)	0	12	28	0	9	0	73	1894	0	5	2099	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2			6		3	8	and the same of the same	7	4	2500-2101-00-00-00-00-00-00-00-00-00-00-00-00-
Permitted Phases	2		2	6	0.862		8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0		15.0	78.0		15.0	78.0	7:100-000/00 <b>/</b> 00/00
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	100 100 m 100 m 100 m 100
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57	966 40 6	0.65	0.57	
v/c Ratio		0.03	0.07		0.02		0.38	0.70		0.03	0.78	N. M. WOOL CO. M. S. C.
Control Delay		37.2	-0.8		30.4		15.5	30.1		0.2	1.3	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.1	5-11-11-12-11-11-11-11-11-11-11-11-11-11-
Total Delay		37.2	0.8		30.4		15.5	30.1		0.2	1.4	
LOS		D	Α		C		В	С		Α	A	
Approach Delay		11.8			30.4			29.5			1.4	
Approach LOS		В			С		and the second s	С		man who make what to go a door	Α	nero establistica de la proposición de

Intersection Summany
Area Type: Other

Cycle Length; 130 Actuated Cycle Length: 130

Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green Control Type: Pretimed

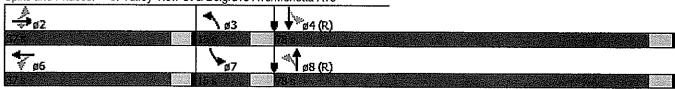
Control Type: Pretimed Maximum v/c Ratio: 0.78 Intersection Signal Delay:

Intersection Signal Delay: 15.0 Intersection Capacity Utilization 67.9%

Intersection LOS: B

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



	۶	-	7	•	<del></del>	A.	*	<b>†</b>	<i>&gt;</i>	4	1	4
Lame Group	EBL	1,011	FBR	WBIL	Wat	War	NBU.	NBIT	NER	SIII	SIN	SBR
Lane Configurations	*	作		7	ΛÞ		ሻ	ተተተ	7	ኘ	ተተተ	7
Volume (vph)	124	130	122	115	142	68	96	1795	70	84	1443	141
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		Ö	205		130	140		85
Storage Lanes	1		0	1		0	1	*	1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3062	0	1652	3141	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.463			0.376			0.950			0.950		
Satd, Flow (perm)	805	3062	0	654	3141	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes		a Samban	Yes			Yes
Satd. Flow (RTOR)	antonin automanian	122	200420 × 154000 (1540 † 400		60	vytarvetjen kolonia	000000000000000000000000000000000000000		114		entonnenten	119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137			350		550-0500-800-950 550-0500-800-800-950	1122		rozaligo irrejek irraileki	1322	
Travel Time (s)	•	25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	124	252	0	115	210	0	96	1795	70	84	1443	141
Turn Type	pm+pt	NĀ	Janes Jane	pm+pt	NA .	40.00 (0.5)	Prot	NĀ	Perm	Prot	NĄ	Perm
Protected Phases	1	6		5	2		3	8		7	. 4	
Permitted Phases	6			2					. 8			4
Total Split (s)	16.0	39.0		16.0	39.0	× 2000 20 47 90 40 95	20.0	55.0	55.0	20.0	55.0	55.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	25.1	13.7		24.8	13.6		15.2	73.9	73.9	13.2	71.6	71.6
Actuated g/C Ratio	0.19	0.11	awane s	0.19	0.10	42.45.46.4	0.12	0.57	0.57	0.10	0.55	0.55
v/c Ratio	0.54	0.58		0.55	0.55		0.50	0.67	0.08	0.50	0.55	0.16
Control Delay	51.0	33.6		51.5	44.5		45.4	19.5	3.0	87.5	2.7	1.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay LOS	51.0	33.6		51,5	44.5		45.4	19.5	3.0	87.5	2.7	1,2
	D	C		D	D محد		D	В	Α	F	A	Α
Approach Delay	no ferica de la company	39.3		2/12/15/19/25	47.0	ara ara	(4/4/35)696)	20.2	ana e 4	ale and the	6.8	and view
Approach LOS		D			D			С			A	

hteregotion/Summary.

Area Type:

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 90 (69%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

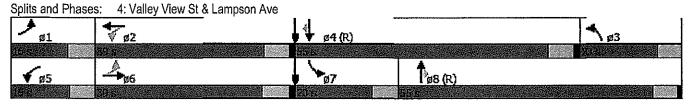
Intersection Signal Delay: 18.7

Intersection LOS: B

Intersection Capacity Utilization 74.7%

ICU Level of Service D

Analysis Period (min) 15 Description: Lampson Ave.



	<i>&gt;</i>		7	*	<del></del>	•	4	Ť	1	-	¥	4
Lamo Gnoup	1681,	[4]]	11)[7	-\VEI.	Will	White	14141	Nilli	111318	31)1,	SUL	\$1}}
Lane Configurations	ሻ	ΦÞ		ሻ	ħβ		35	ተተተ	7	*	<b>ተተተ</b>	7
Volume (vph)	223	230	107	185	264	101	221	1621	114	107	1823	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3145	0	1652	3165	0	1652	4746	1478	1652	4746	1478
Flt Permitted	0.294			0.334			0.950			0.950		
Satd. Flow (perm)	511	3145	0	581	3165	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes		(5) (\$) (\$)	Yes
Satd. Flow (RTOR)		58			42				114			119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1137			350			1122			1322	
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	223	337	0	185	365	0	221	1621	114	107	1823	173
Turn Type	pm+pt	NA		pm+pt	ŇĀ	Messing (S)	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2					8			4
Total Split (s)	16.0	39.0		16.0	39.0		25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	31.7	20.2		31.7	20.2		20.2	50.5	50.5	29.8	59.8	59.8
Actuated g/C Ratio	0.24	0.16	ere e	0.24	0.16		0.16	0.39	0.39	0.23	0.46	0.46
v/c Ratio	0.99	0.63		0.78	0.69		0.86	0.88	0.18	0.28	0.84	0.23
Control Delay	99.6	47.0		61.8	52.5		66.8	29.6	1.5	42.6	9.0	2.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.6	47.0		61.8	52.5		66.8	29.6	1.5	42.6	9.0	2.3
LOS	F	D		Ε	D		E	С	Α	D	Α	Α
Approach Delay		68.0	G 56 Alve	No. of the	55.6			32.2			10.1	200 AG
Approach LOS		Е			Е			С			В	

Area Type: Other Cycle Length: 130

Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

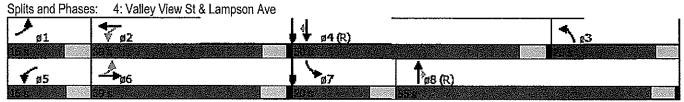
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 29.6

Intersection Capacity Utilization 85.6%

Analysis Period (min) 15 Description: Lampson Ave. Intersection LOS: C ICU Level of Service E



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tane-Group	EBIL	EBIT	EBR	WBL	VV/BIT	Weir	NBI	Metr	MBR	SBL	SBT	SHR
Lane Configurations	Ϋ́	<b>↑</b>	7	ሻ	<b>↑</b>	7	ሻ	ተተተ	7	ሻ	ተተተ	7
Volume (vph)	39	17	123	113	22	45	44	1944	49	20	1635	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75	Asset 6	70	115		7.0	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1	to the through the contract of the contract of	1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.743			0.746	999		0.950			0.950		
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red	Satore S		Yes			Yes	10.00.00	32.00.00	Yes			Yes
Satd. Flow (RTOR)	ing André (marké) (anné 12 a	variation and arrest constraints	123	no estado contrados contratos e encuente en		86		territotanio Militari Gas. A	80	elan sevastron victor		80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687	an Carl Other States States Carl	ocentralendo as acent	379		SANSANSANSANSANSANSANSAN	648			1122	riuktib bruoritaanssansa
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	39	17	123	113	22	45	44	1944	49	20	1635	20
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NĀ	Perm	Prot	NA	Perm
Protected Phases	1	6	number of the second	5	2	nvas vandankumikatos	3	8		7	4	warentille men
Permitted Phases	6		6	2		2			- 8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0.35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	0.08	0.04	0.25	0.23	0.05	0.10	0.22	1.02	0.08	0.10	0.86	0.03
Control Delay	25.9	35.5	7.5	28.0	35.7	1.0	54.5	65.6	1.8	71.3	23.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	35.5	7.5	28.0	35.7	1.0	54.5	65.6	1.8	71.3	23.4	0.3
LOS	C	D	Α	C	D	<b>A</b>	D	E	Α	<b>E</b>	C	Α
Approach Delay		14.2	vički činas	0.00.00	22.2	19/2/32/15		63. <u>8</u>	40.52.66.6		23.7	
Approach LOS		В			С			E			С	

ntersection: Summary

Area Type: Other Cycle Length: 130

Actuated Cycle Length: 130

Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

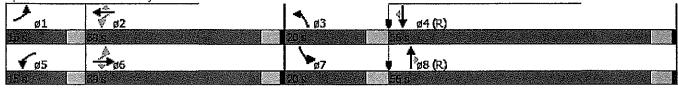
Control Type: Pretimed Maximum v/c Ratio: 1.02 Intersection Signal Delay: 43.3

Intersection Capacity Utilization 64.2%

Intersection LOS: D ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



	<i>•</i>	-	*	*	<b>←</b>	*	1	<b>†</b>	1	-	<b>↓</b>	4
lamo Group	F-811	E81	HBR	Vi/B)	- Willi	- \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	pHBIL	MBH	NBR	\$   <b> </b>	557	\$1318
Lane Configurations	*1	<b>1</b>	ď	ሻ	<b>1</b>	7	74	ተተተ	7	7	ተተተ	74
Volume (vph)	53	48	105	90	43	61	114	1878	113	63	1960	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1	and a complete of the second	1	1	a tarangan da mata yang dan gan d	1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.729			0.590			0.950			0.950		
Satd. Flow (perm)	1267	1739	1478	1026	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes		60.90.80	Yes			Yes			Yes
Satd. Flow (RTOR)			105			86			80		10 to 240 10 to 2000, 10 to 200 10 to 200	80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687			379			648			1122	24 - 1- 19 - 19 - 19 - 19 - 19 - 19 - 19
Travel Time (s)		15.6	8 8 8 8		8.6			11.0			19.1	
Lane Group Flow (vph)	53	48	105	90	43	61	114	1878	113	63	1960	31
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NÂ -	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6	3	6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.1	11.2	11.2	22.9	14.4	14.4	14.8	83.6	83.6	11.7	77.6	77.6
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.23	0.32	0.47	0.39	0.22	0.25	0.61	0.62	0.12	0.43	0.69	0.03
Control Delay	45.5	61.7	17.3	49.3	58.0	7.5	68.1	15.9	4.3	74.3	3.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	61.7	17.3	49.3	58.0	7.5	68.1	15.9	4.3	74,3	3.2	0.0
LOS	D	Ε	В	D	E	Α	E	В	Α	E	Α	Α
Approach Delay		34.9	20.02.52.60		38.1	0.000		18.1			5.4	0.02500.50
Approach LOS		С			D			В			Α	• •

Intersection Summary
Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

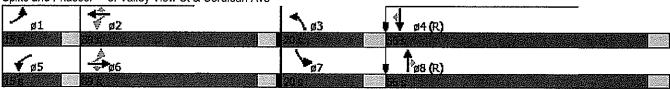
Intersection Signal Delay: 14.0

Intersection Capacity Utilization 67.9%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



	*	<b>\</b>	4	†	ļ	1					
Vlovament.	EBL	EBR	NBL	NBT	880	SBR					
Lane Configurations		7"		ተተተ	ተተኈ						
Volume (veh/h)	0	5	0	2002	1740	5					
Sign Control	Stop	ens e a lesaret contractoristic	Material with the control of a con-	Free	Free			varancement process and con-	or and provided rations designed.		
Grade	0%			0%	0%	4.5.6.6	50000			56666	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Hourly flow rate (vph)	0	- 5	0	2002	1740	5					
Pedestrians Lane Width (ft)											
Walking Speed (ft/s)											7
Percent Blockage											
Right turn flare (veh)		9.54.594 (26) (35)								525,255,466,4756,47	62 60 62 65 5 5 5 5 5 A
Median type				None	None						
Median storage veh)	e i i dia porticolario de estado de la composición de la composición de la composición de la composición de la	CONTRACTOR INTERNAL ACTIONS OF THE	o rhugungoo, o ur ampoke ogae Seme.		anne actions and some services	are any entransacional services area	and the second s	a transit or one out of the order of the contra	are or year of the second seco	many pro- man proper rise y i	A STATE OF THE STA
Upstream signal (ft)	6.808-51			227	481			2000	10 0 0		
pX, platoon unblocked	0.78	0.77	0.77	n mares and extensive				oran erroganos en est			
vC, conflicting volume	2410	582	1745		2882				Salan.		
vC1, stage 1 conf vol				taries des desad							
vC2, stage 2 conf vol vCu, unblocked vol	0	0	901								
tC, single (s)	6.8	6.9	4.1					100 100 1000 1000			
tC, 2 stage (s)	0,0	0.0	7.0								
tF (s)	3.5	3.3	2.2								
p0 queue free %	100	99	100	in the reaction of the second of	eren operation and en	Assistant	est auto de termest austrituros di une austria em es	e de er colonie al en de constante.	e deut eine eine eine erweite deut des eine erweite	CONTRACTOR CONTRACTOR	attivismus vationers in a feet
cM capacity (veh/h)	798	830	574								
Direction, Lane #	EB 1	NB 1	NB 2	NB 8	SB/1	8B 2	SB 8				
Volume Total	5	667	667	667	696	696	353				
Volume Left	0	0	0	0	0	0	0			3334 - 577 - 337 2 337	20,000,000,000
Volume Right	5	0	0	. 0	0	0	5				
cSH	830	1700	1700	1700	1700	1700	1700		ng prosentings.	8-0-0-0-0	
Volume to Capacity	0.01	0.39	0.39	0.39	0.41	0.41	0.21				
Queue Length 95th (ft)	0	0	0	0	0 	0	0	ong naga waterare	ver in Language	caratro caravada s	eogeatheann
Control Delay (s) Lane LOS	9.4	0.0	0.0	0,0	0.0	0.0	0.0		978 854		
Approach Delay (s)	A 9.4	0.0			0.0					de als agricios	
Approach LOS	9.4 A		a Constant of	Parka I Jordan Kalan	0.0	rai isloikkiisk	120, 180, 180, 180, 180, 180, 180, 180, 18	ng protection to		Acade Aladeya	Peroles (Sonia)
	, ,										
Intersection Summary			Λ 0								
Average Delay Intersection Capacity Utilizat	NΩ		0.0 43.7%	)A	و امريو ا ا ا	of Service		787787787722	Ā		
Analysis Period (min)	UII	A NGA BAYAN	43.776 15	8 es es el 9	o revelo	n service			Desertaise	76 164 ISSN 154 1	
raidyolo i Onod (illiii)	\$ \$ (6.18.1	, 15 St. 53	10		6.75.75.75	75 GU 68 GU				(6 % S) (4)	

	A	*	4	†	<b>↓</b>	4	
viovomanie	EM	1,016	[4][8] <u>[</u>	s Nidil s	880	SBIR	
Lane Configurations	and the second second	<b>.</b>		<u>ተተተ</u>	ተተኈ		
Volume (veh/h) Sign Control	0 Stop	6	0	1923 Free	2136 Free	13	
Grade	0%			0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	0	6	0	1923	2136	13	
Pedestrians Lane Width (ft)							
Walking Speed (ft/s)	A. J. T. Series		81 34 25 75		Russia (A.)		
Percent Blockage	8 (5 (5) (6) (6)						
Right turn flare (veh)							
Median type Median storage veh)				None	None		
Upstream/signal/(ft)		C7/95/77	granden er i	223	485		
pX, platoon unblocked	0.83	0.68	0.68		364 <b>55</b>		
vC, conflicting volume	2784	718	2149				
vC1, stage 1 conf vol vC2, stage 2 conf vol							
vCz, stage z con voi vCu, unblocked vol	0	0	1028				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)		200000000000000	gray Man Andrew Action				
tF (s) p0 queue free %	3.5 100	3.3 99	2.2 100				
cM capacity (veh/h)	853	99 734	454				
Diracilon, Lane#	EBM A	NBAL	MB2	A IN C			2000
Volume Total	6	641	641	4NB) 8 641	854	811) 2 854	8B 8 440
Volume Left	0	0	0	0	0	0	0
Volume Right	6	0	0	0	0	0	13
cSH Value to Constitution	734	1700	1700	1700	1700	1700	1700
Volume to Capacity Queue Length 95th (ft)	0.01 1	0.38 0	0.38 0	0,38 0	0.50 0	0.50 0	0.26
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	n, em mentiosen i	es e diferibilitation en en	A SAN CARRENCO MA		and statement of the statement	and making in spring a trivial of the agency of the party
Approach Delay (s) Approach LOS	9.9 A	0.0			0.0		
Intersection Summary							
Average Delay			0.0				
Intersection Capacity Utiliza	tion	(S. 10, 18)	51.6%	ICI	J Level o	f Service	A A
Analysis Period (min)	mand broke water with the	and the second second	15	The state of the s		and the second second second second	

Opening Day Conditions + Project Traffic 2020

	•	-	7	•	-4	•	1	<b>†</b>	1	-	ŧ	4
canci@iouige=	181	1,111	FBH	¥/H3L	Whiti	. Wist.	idid.	NBIT	i BR	SHI.	SB1	SER
Lane Configurations	*1	∱ĵ∍		ሻሻ	ተተ	7	ሻ	ተተተ	74	*1	ተተተ	7
Volume (vph)	68	186	62	179	112	137	73	1854	101	110	1473	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1	E. er enemen er er frager for he mile en he	1	1	C + Too CA , wat + GEE and y Car	1
Taper Length (ft)	25			25			25		6 6 6 9	25		
Satd. Flow (prot)	1652	3178	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3178	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes		15	Yes			Yes			Yes
Satd. Flow (RTOR)		34				119			67		- management of the common of	67
Link Speed (mph)		30			- 30			40			40	
Link Distance (ft)		633			640			481			417	**************************************
Travel Time (s)		14.4			14.5			8,2			7.1	
Lane Group Flow (vph)	68	248	0	179	112	137	73	1854	101	110	1473	18
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	ŇĄ	pm+ov
Protected Phases	1	6		5	2	7	3	8	5	7	4	1
Permitted Phases						2			8		30.0	4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4,0	4.0	4.0	4,0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8		16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.38	0.29		0.42	0.12	0.19	0.35	0.97	0.13	0.44	0.72	0.02
Control Delay	60.9	34.1	9 4 5	56.0	35.8	5.7	58.0	56.1	7.1	57.3	37.2	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	34.1		56.0	35,8	5.7	58.0	56.1	7.1	57.3	37.2	0.1
LOS	E	С		Ε	D	Α	E	E	Α	E	D	Α
Approach Delay		39.9			34.6			53.8		G GARGE G	38.2	1
Approach LOS		D			С			D		.,	Ď	

Intersection Summany
Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 43 (33%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 45.2

Intersection Capacity Utilization 71.4%

Analysis Period (min) 15

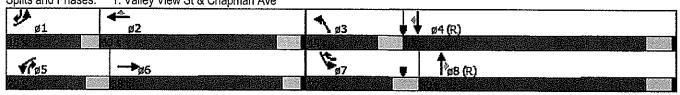
Description: Chapman Ave.

\* User Entered Value

Intersection LOS: D

ICU Level of Service C

Splits and Phases: 1: Valley View St & Chapman Ave



	×		*	*	4-	4	*	<b>†</b>	<i>p</i>	1	1	4
Laine Group	FBL	EBIT	EBR	WEIL	WBI	-Well?	NBL	Nan	NBIR	SHL	SBIT	SHA
Lane Configurations	ካ	<b>↑</b> Ъ		14.54	ተተ	74	ሻ	ተተተ	ř	ሻ	ተተተ	7
Volume (vph)	122	202	118	213	228	161	164	1643	193	181	1835	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	170		140	165		75	180		80
Storage Lanes	1		0	2		1	1		1	111		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3122	0	*3500	3303	1478	*1800	*5400	1478	*1800	*5400	1478
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1652	3122	0	3204	3303	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes	A105048		Yes			Yes			Yes
Satd. Flow (RTOR)	# NTW. #100 TW. #100 LOVE 10 .	88	ar beek searchers services consistent	Communication and Automorphisms		62		70 T.A.SAGE-AMERICAN PROPERTY (CO.)	72		els man elle od Oberstensenk –	67
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	The supplemental and the suppl	633			640	muser our major www.musb.comp	mar konstrumterk, kalo inst, Salo i	485	ecitation in the contract of the contract	Volta terroscoro (FE, 307)	417	PROFILED BON FOR WILL
Travel Time (s)		14.4	90.0033		14.5			8.3			7.1	
Lane Group Flow (vph)	122	320	0	213	228	161	164	1643	193	181	1835	47
Turn Type	Prot	NA		Prot		pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	nation entire contains	5	2	7	3	8	5	7	4	1
Permitted Phases						2			8	60 (0)		4
Total Split (s)	18.0	38.0		20.0	40.0	22.0	19.0	50.0	20.0	22.0	53.0	18.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	14.0	33.8	helmone et alle de la company de la comp	16.0	35.8	58.0	15.2	46.0	66.0	18.2	49.0	67.0
Actuated g/C Ratio	0.11	0.26		0.12	0.28	0.45	0.12	0.35	0.51	0.14	0.38	0.52
v/c Ratio	0.69	0.37		0.50	0.25	0.23	0.78	0.86	0.25	0.72	0.90	0.06
Control Delay	76,3	29.4		57.6	37.6	14.3	80.7	44.6	11.9	70.2	45.5	1.9
Queue Delay	0.0	0.0	Norwald (Marie No. 400)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	29.4	55.73	57.6	37.6	14.3	80.7	44.6	11.9	70.2	45.5	1.9
LOS	E	С	×656346563465554	E	D	В	F	D	В	E	D	A
Approach Delay		42.4		, seurgandâni	38.4	86.64.66		44.4		100 Sec. 150	46.7	60.05.46.
Approach LOS		D			D			D			D	

## ntersection/Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 37 (28%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 44.5

Intersection Capacity Utilization 75.6%

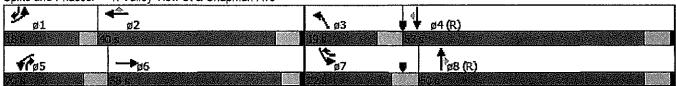
Intersection LOS: D

ICU Level of Service D

Analysis Period (min) 15 Description: Chapman Ave.

User Entered Value

Splits and Phases: 1: Valley View St & Chapman Ave



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LangerGirottp	1:111	Balli	FBR	Will.	1/////	- Willia	NP).	NEH	NDR	\$11	- SB1	, it)i;
Lane Configurations	enne energy op Same Same Same Same Same	4	roferon o a marriador o basilhos fortos deberónse	trick mod a nome are name name name	⋪		Ŋ	ተተኈ		ሻ	ተትጮ	
Volume (vph)	30	0	20	2	0	0	39	1999	3	65	1651	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0	1990 AB 1880 A	0	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1597	0	0	1652	0	1652	4746	0	1652	4737	0
Flt Permitted		0.865			0.744		0.950			0.950		
Satd. Flow (perm)	0	1423	0	0	1293	0	1652	4746	0	1652	4737	0
Right Turn on Red		100000	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62				eren i en eren a meren de mere ten		-24 - 1-2 - 1-3 -		and and an artist and a second	2	A 4104 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10 - 10-10
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		221			105		***************************************	422	a en estra colore a color de la color de l	an del sterros est est est train	227	E ANGELIA DE LE PARTICIO
Travel Time (s)		5.0		56 S S S S	2.4			7.2			3,9	
Lane Group Flow (vph)	0	50	0	0	2	0	39	2002	0	65	1669	0
Turn Type	Perm	ŇĀ		Perm	ŇĀ		Prot	NA		Prot	NA	
Protected Phases		2		VI. 30 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	2		3	8		7	4	2010/2019/2019/2019
Permitted Phases	2			2								
Total Split (s)	36.0	36.0	and the second second second	36.0	36.0	000,000 to 1000	20.0	74.0		20.0	74.0	V472578887842434
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	j.
Act Effct Green (s)		32.0		t is no containing committee young	32.0	-112 (10-12 No. 2002)	16.0	70.0	2 c. Avertei z (2. CA Lobitter (2	16.0	70.0	sAscalar Describitions in the
Actuated g/C Ratio		0.25			0.25		0.12	0.54	9 96 91 78	0.12	0.54	
v/c Ratio		0.13	- 5000000000000000000000000000000000000		0.01		0.19	0.78	indial and that is detinized, the off devi-	0.32	0.65	
Control Delay		7.3			37.0		74.2	3.8		66.1	10.4	
Queue Delay	CONTRACTOR STATES OF THE STATE	0.0	EDROREDA 6-20 (1209 )	N. T. COLONY DOS GRADAS (A. C. A. C.	0.0	SECONOCCUSIONS	0.0	0.0	OF LANCE AND PROPERTY.	0.0	0.0	**************************************
Total Delay		7.3			37.0	9.81.85.65	74.2	3.8		66.1	10.4	100
LOS	o n no constitutivati≡ nu majitatiti	A	ADM: 1746-2-14.23-23.14.23-23.2	need to the second section of the second	D	a an an again is a later of the Bally ()	E	A	940 Y 1955 Y	E	В	ergeskildskildskild
Approach Delay		7.3		2002000	37.0			5.2			12.5	
Approach LOS	A CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR	Α	Anners of profession (1995)	e a propriedante de dispet de dispet	D	ana isoni sun sensi Sai		Α	gan a sandi distripi (S. 1974)	getes a altitude a l'argio Africa.	В	an de la company de la comp
* *												

Intersection Stringshy

Area Type: Other
Cycle Length; 130

Actuated Cycle Length: 130

Offset: 30 (23%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

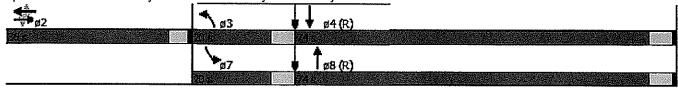
Control Type: Pretimed
Maximum v/c Ratio: 0.78

Intersection Signal Delay: 8.5 Intersection LOS: A Intersection Capacity Utilization 65:4% ICU Level of Service C

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway

Splits and Phases: 2: Valley View St & Cinema dwy/US Bank dwy



	*	-	*	*	<b>←</b>	*	4	†	<i>&gt;</i>	1	ļ	4
Lama Group	FBL.	181	EBR	WBL	WBII	War	NBL	NBII	NBR	SHL	881	SBIR
Lane Configurations		4			4		ሻ	ተተኈ		ሻ	ተተጉ	
Volume (vph)	57	Ô	38	2	Ö	Ô	77	1900	8	56	2105	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		Ō	110		0	125		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1597	0	0	1652	0	1652	4742	0	1652	4732	0
Flt Permitted		0.839	6 6 6 9		0.689	3.00	0.950			0.950		
Satd. Flow (perm)	O	1380	0	0	1198	0	1652	4742	0	1652	4732	0
Right Turn on Red		9.300	Yes			Yes	6.6	9 9 90 9	Yes		6 6 9 6	Yes
Satd. Flow (RTOR)	SONE OF EAST CHEST POSTER WAS ARREST	62	in edestrom vitad krati vita vita vita vita.	el Der Collega d'Annesenne d'Allenda de	una dina mendakan permekan selak		tu Ad Califor (no Joseph miteratura	1		ra nasata da arang matang ma	3	PARKETERA CARTERON
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	omilianis e emperatore moster	254		a conserva en pront materior	133		N.X.10.No. 7.7.88700.7.01.0007	422		Svenskrus vennskelskele suntake	223	\$345.646.0545.000
Travel Time (s)		5.8			3,0			7.2			3,8	
Lane Group Flow (vph)		95	0		2		77	1908	0	56	2144	0
Turn Type	Perm	NA		Perm	ŅA		Prot	NA	4.5.9.6	Prot	NA	\$ 10 E
Protected Phases		2		Noth Investment was	2		3	8		7	4	
Permitted Phases	2			2								
Total Split (s)	36.0	36.0		36.0	36.0	T \$250 PERSONAL PROPERTY CO.	20.0	74.0	100.1707/05/05/05	20.0	74.0	North Contractor
Total Lost Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Act Effct Green (s)	laga ang kang manggalaga na kang ang mangga	32.0	v tropicki tropicky to o for	e and the control of election	32.0		16.0	70.0	ander de des des de la constancia.	16.0	70.0	! Economic (1800)   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800   1800
Actuated g/C Ratio	80 (8) (8) (8)	0.25	riferite ite e	Barrian B	0.25	9065	0.12	0.54	(63)	0.12	0.54	
v/c Ratio		0.25		SSASSAN AND SAN	0.01		0.38	0.75	ing paragraphic service	0.28	0.84	1600 TO TO THE TOTAL THE TOTAL TO AL TO THE
Control Delay		17.8			37.0		77.2	2.8		63.0	15.8	
Queue Delay	Daniel en	0.0	-05597767A76454		0.0		0.0	0.1	485a, 2004,040,475	0.0	0.0	
Total Delay		17.8			37.0		77.2	2.8	59° 512 153° 52	63.0	15.8	
LOS		В			D	igeaveerere	E	A		E	В	1555 THE LET THE THE
Approach Delay		. 17.8		Maria da	37.0	\$40.60 A	140.00.00	5.7			17.0	
Approach LOS		В			D			Α			В	
Distriction On the Control					84 (S. 1822) C.							

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 26 (20%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Pretimed Maximum V/c Ratio: 0.84

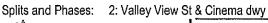
Intersection Signal Delay: 11.8

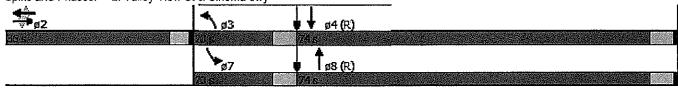
Intersection LOS: B ICU Level of Service C

Intersection Capacity Utilization 68.2%

Analysis Period (min) 15

Description: 4 Stars Cinema Driveway





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rana Group	1411	13131	1111	Will	19890	WEIR	idel.	NEN	\H\ }}	SBL	3111	SHJIV
Lane Configurations		ર્વ	ř		4		ሻ	ተተኈ		J.	ተተኈ	
Volume (vph)	11	2	43	5	Ō	6	33	2005	6	10	1640	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	- 0		50	0	10000	0	130		0	110		0
Storage Lanes	0		1	0	grundhammersdrum i merun	0	1	nal relet or electrical parameters desire has bet as	0	1		0
Taper Length (ft)	25		8.6.8.8	25			25	50,000,000	6 (5 (6 10	25		
Satd. Flow (prot)	0	1667	1478	0	1574	0	1652	4746	0	1652	4742	0
Flt Permitted		0.869			0,939		0.092			0.055		
Satd. Flow (perm)	0	1511	1478	0	1512	0	160	4746	0	96	4742	0
Right Turn on Red	8 8 6 6		Yes		6.05	Yes			Yes		0.000	Yes
Satd. Flow (RTOR)	A supratripos restorques de	o stanovitika elimensi setek	62	SUC SSOR STREET, CARROTTO CARR	62	To antife a proposant of the control to security	voorstavoreset voore en vo	1		I CONSINUMBER AND	1	water allegates annues.
Link Speed (mph)		30	9.015.0		30	9 9 9 9		40			40	
Link Distance (ft)		575			159	1688 478 68 70 60 10 49 168	value hi dhanka di kabura	1322	angen versi värsta Artiile	mencanos un como do co	422	nace i esta contra Mes
Travel Time (s)		13.1			3.6			22.5			7.2	
Lane Group Flow (vph)	0	13	43	0	11	0	33	2011	0	10	1648	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	ongreetige, at most to own	2	Satis a Martania (1914)	aldalan beda metroka	6	erana konsun konsun kanan	3	8			4	san Estanologia (heka
Permitted Phases	2	0.000004	2	6	15.0		8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	venement de none	15.0	78.0		15.0	78.0	TERMINETERS TRANSPORT
Total Lost Time (s)		4.4	4.4		4.4		4.0	4.0		4.0	4.0	
Act Effct Green (s)		32.6	32.6		32.6		85.0	74.0		85.0	74.0	novelnekovanova
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0,57	
v/c Ratio	voles blancues agestavo	0.03	0.10	na de la composition	0.03		0.14	0.74	europasante a comunica	0.05	0.61	NAMES OF THE PROPERTY OF THE PARTY OF THE PA
Control Delay	50.00 /5.00	37.3	4.8		0.1		10.2	35.7		0.5	1.1	
Queue Delay		0.0	0.0	Nadala kanada ang kalang	0.0	7.5553-7-110-10-1040	0.0	0.0	bydicosympotodocana	0.0	0.0	
Total Delay		37,3	4.8		0.1		10.2	35.7		0.5	1.1	
LOS		D	Α		A		В	D		Α	Α	
Approach Delay		12.3			0.1			35.2			1.1	
Approach LOS		В			Α			D			Α	

Intersection Summary
Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 33 (25%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

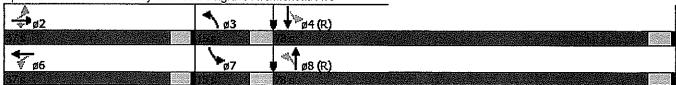
Control Type: Pretimed Maximum V/c Ratio: 0.74 Intersection Signal Delay: 19.8

Intersection Capacity Utilization 59.2%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



	*	<b>þ</b> -	•	*	<b>←</b>	A.	•	<b>†</b>	1	-	<b>↓</b>	4
Lama Group	F/BIL	1981	EBR	WBL	Wall	WBR	NBL	NBII	MBR	GN)	SIAT	SBR
Lane Configurations		्रस	ř		₽		ሻ	ተተኈ		ሻ	ተተኈ	
Volume (vph)	19	1	28	- 5	1	7	73	1916	7	9	2104	27
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	130		0	110		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		10 to 10	25			25		6 10 6 6	25		
Satd. Flow (prot)	0	1660	1478	0	1581	0	1652	4742	0	1652	4737	0
Flt Permitted	0.600	0.826	188 mil 1880		0.946		0.055			0.058		
Satd. Flow (perm)	0	1436	1478	0	1525	0	96	4742	0	101	4737	0
Right Turn on Red			Yes			Yes	16.55 E.S		Yes			Yes
Satd. Flow (RTOR)	namy dalamin na nada	r tiro es Magazina	62	C	7			1			2	
Link Speed (mph)	00,000,000,000	30	75 (24) (5) 1		30			40			40	
Link Distance (ft)	en anterior de la constanta de	574			188			1322			422	
Travel Time (s)	2 17 61 64	13.0	9.0	0.00 02 020	4.3			22.5			7.2	
Lane Group Flow (vph)		20	28	0	13	0	73	1923	0	9	2131	0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		2		· · · · · · · · · · · · · · · · · · ·	6	New consequence and car are	3	8		7	4	
Permitted Phases	2	9583	2	6			8			4		
Total Split (s)	37.0	37.0	37.0	37.0	37.0	e pine no bias primero. No suc	15.0	78.0		15.0	78.0	Table of the Company of
Total Lost Time (s)		4.4	4.4	080	4.4	0.50	4.0	4.0		4.0	4.0	
Act Effct Green (s)	errorment trough 20 cours	32.6	32.6	a ellerata Azzattan San San eller	32.6	staturnum ramit en de cene	85.0	74.0	control of the seconds.	85.0	74.0	ery arter arms v.
Actuated g/C Ratio		0.25	0.25		0.25		0.65	0.57		0.65	0.57	
v/c Ratio	ravella i tradicional tidos na	0.06	0.07	nava milanen markare	0.03		0.38	0.71		0.05	0.79	alternative from the contraction
Control Delay		37.7	0.8	SVSÓ 781 (241)	25.5		15.5	30.1		0.6	1.8	
Queue Delay		0.0	0.0	and the angle of the control	0.0	Jirka sabar sabaran sa	0.0	0.0	. 1	0.0	0.2	ura u roccier cra-cros
Total Delay		37. <u>7</u>	0.8		25.5		15.5	30.1		0.6	1.9	96.65
LOS	0.415.40.415.40.458.41.4.0	D	<b>A</b>	on a creative out of a cent	C	erannanum van must	<b>B</b>	C	anta di mandari ata at	Α	<b>A</b>	vandra saaden a Herioteka
Approach Delay		16.2			25.5			29.6			1.9	
Approach LOS		8			С			С			Α	

Intersection Summary

Area Type: Other Cycle Length: 130

Actuated Cycle Length: 130

Offset: 31 (24%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green

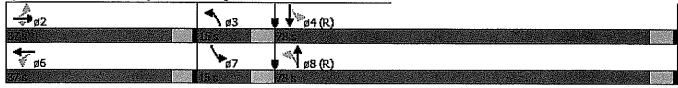
Control Type: Pretimed Maximum v/c Ratio: 0:79

Intersection Signal Delay: 15.3 Intersection Capacity Utilization 68.6%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Valley View St & Belgrave Ave/Merietta Ave



	*	>-	~	*	<b>-4</b>	*	4	†	1	1	1	1
Laine Aroun	EBL.	561	EBR	WH)	VVIII	WBR	NISI.	Nili	z si Bišs	a silla	Sills	siji)
Lane Configurations	ሻ	作		ሻ	∱ĵ∍		¥	ተተተ	7	¥	ተተተ	75
Volume (vph)	128	130	122	115	142	71	96	1801	70	87	1448	144
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205	40,6000	130	140		85
Storage Lanes	1	os nitula vidulantidorensinos kir	0	1	atrid (mathicipaten) with a common co	0	1	in collision in Security is an activity in the	1	1		1
Taper Length (ft)	25		2.4.0.0	25	0.000		25			25		
Satd. Flow (prot)	1652	3062	0	1652	3138	0	1652	4746	1478	1652	4746	1478
Fit Permitted	0.456			0.376			0.950			0.950		
Satd. Flow (perm)	793	3062	0	654	3138	0	1652	4746	1478	1652	4746	1478
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		122	- 06.ms. 048.4th 2507/04/07	Currentifren, lenni risk s henressone	65	Labert Cetting Technology Consideration	s California Noran process servicio secco Arcolin esc	programas ar approximational 13,000.00	114		I describe the second section of the second	119
Link Speed (mph)		30	areas e	6.000	30			40			40	
Link Distance (ft)		1137		NO-60030066666666	350			1122	rrodnýci se los vestiv, mezičen Ar		1322	viorinos como trata
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	128	252	0	115	213	0	96	1801	70	87	1448	144
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm'
Protected Phases	1	6		5	2		3	8	erantru-usus eras amendahan ser	7	4	lener na mountanion.
Permitted Phases	6		SALS.E	2					- 8	6868		4
Total Split (s)	16.0	39.0		16.0	39.0		20.0	55.0	55.0	20.0	55.0	55.0
Total Lost Time (s)	4.5	4,5		4.5	4,5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	25.0	13.7		24.8	13.6		15.2	73.7	73.7	13.4	71.6	71.6
Actuated g/C Ratio	0.19	0.11	ti ili ili ili ili	0.19	0.10		0.12	0.57	0.57	0.10	0.55	0.55
v/c Ratio	0.56	0.58	agree guinge gules in numbre	0.55	0.55	Lagranger zer belandskriver	0.50	0.67	0.08	0.51	0.55	0.17
Control Delay	52.0	33.6		51.5	43.4		45.6	19.6	3.1	86.4	2.8	1.2
Queue Delay	0.0	0.0	entra en treba com	0.0	0.0	Simo efe niversor e com	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	33.6		51.5	43.4		45.6	19.6	3.1	86.4	2.8	1.2
LOS	D	С		D	D		D	В	Α	F	Α	Α
Approach Delay		39.8			46.3			20.3			7.0	
Approach LOS		D			D			С			Α	
htersection Stringing												
Western English Street Control of	011											

Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 90 (69%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

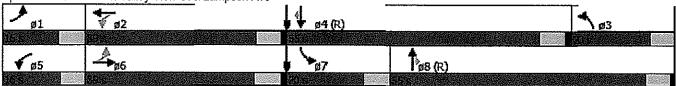
Intersection Signal Delay: 18.8

Intersection Capacity Utilization 74.8%

Analysis Period (min) 15 Description: Lampson Ave. Intersection LOS: B

ICU Level of Service D

Splits and Phases: 4: Valley View St & Lampson Ave



	*		$\rightarrow$	•	<b>←</b>	Ł	4	<b>†</b>	<i>&gt;</i>	4	ļ	4
Lana Group	EBL	EBT	EBR	WBL	WBT	WBR	MBL	NBA	NBR	SBL	980	SBP
Lane Configurations	ነኝ	<b>†</b> [>		ሻ	作		*	ተተተ	7	*	ተተተ	<u>"</u>
Volume (vph)	232	230	107	185	264	110	221	1633	114	114	1834	180.
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	155		0	205		130	140		85
Storage Lanes	1	National Comp. National Society Street, Space	0	1	and the second s	0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	3145	0	1652	3158	0	1652	4746	1478	1652	4746	1478
Fit Permitted	0.285		6.50	0.337			0.950			0.950		
Satd. Flow (perm)	495	3145	0	586	3158	0	1652	4746	1478	1652	4746	1478
Right Turn on Red		4.0.00.6	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			48	: GOS CONTRANS CONTRANS	oreospania robekt	contraction	114	NASCIANT PROPERTY		119
Link Speed (mph)		30			30			40			40	
Link Distance (ft)	duns datum and miller varier	1137	MOS MONTH AMERICA	to compress motor	350		am o digitalizado di mala	1122	yetatikanin etiti.		1322	2000 a 1920 pa
Travel Time (s)		25.8			8.0			19.1			22.5	
Lane Group Flow (vph)	232	337	0	185	374	0	221	1633	114	114	1834	180
Turn Type	pm+pt	NĀ		pm+pt	NA	0.5000	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	Market Mark
Permitted Phases	6			2				4	8			4
Total Split (s)	16.0	39.0	5 635 E32 C-32 S	16.0	39.0	optivisti planetsep	25.0	55.0	55.0	20.0	50.0	50.0
Total Lost Time (s)	4.5	4.5	1904001000	4.5	4:5		4.8	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	31.9	20.4	arian da ang ang ang ang ang ang ang ang ang an	31.9	20.4	19051240 (Addones)	20.2	50.5	50.5	29.6	59.6	59.6
Actuated g/C Ratio	0.25	0.16	102/05/09/0	0.25	0.16	197459190	0.16	0.39	0.39	0.23	0.46	0.46
v/c Ratio	1.04	0.62	77-58:00 To 00:00 0	0.78	0.70	ara garata	0.86	0.89	0.18	0.30	0.84	0.24
Control Delay	111.3	46.7		61.0	51,8		66.7	30.1	1.5	42.1	9.9	2.5
Queue Delay	0.0	0.0	11	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.3	46.7		61.0	51.8		66.7	30.1	1.5	42.1	9.9	2.5
LOS Approach Dalou	F	D ספר		E	D	TOTATES MESSAGE	E	C	A	D	A	A
Approach Delay Approach LOS	1,61,50,81.65	73.0 E	55% AGS 85%		54.8 D	asa se da ka	rongilo.	32.5			11.0 B	
Whhingell FO2		<b></b>			U			. С			В	

intersection Summany

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Other

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 30.5

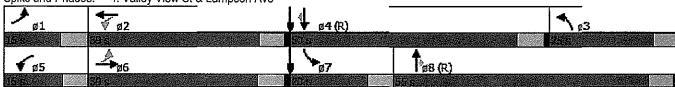
Intersection LOS: C

Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15 Description: Lampson Ave.

Splits and Phases: 4: Valley View St & Lampson Ave



	*		*	•	<b>←</b>	A.	4	†	1	-	<b>↓</b>	4
Lane Group	a EU	Effi	11111	- W/H	- VVB) i	11/11/18	i/JB3li <sub>k</sub>	NHT.	) IEJEŽ	SHI	SUL	SBI?
Lane Configurations	ሻ	<b>†</b>	7	75	ተ	7	ሻ	ተተተ	7	76	ተተተ	<b>7</b> 22
Volume (vph)	41	17	123	113	22	47	44	1946	49	22	1636	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75	100168-05	70	115	1800000	70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25	5 6 6		25			25		6.6	25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Flt Permitted	0.743			0.746			0.950			0.950		
Satd. Flow (perm)	1292	1739	1478	1297	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red	0.000	3.4.6	Yes		and the	Yes			Yes			Yes
Satd. Flow (RTOR)	TANK AND MINISTERS AND	State of State Salashaharan Ka	123			86			80			80
Link Speed (mph)	8 45 181 77	30	0.50 (25.5		30			40		4 6 6	40	
Link Distance (ft)	i Anni Geria semuniki a handanya kemeksa hish	687	alber herr der britisk vicks	dan o dali. Sa kuma kibaka marebida ma	379	TT 45 - 27 - 68 - 77 - 78 - 78 - 78 - 78 - 78 - 7	and the second s	648			1122	
Travel Time (s)		15.6			8.6			11.0			19.1	
Lane Group Flow (vph)	41	17	123	113	22	47	44	1946	49	22	1636	22
Turn Type	pm+pt	NA NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NĀ	Perm
Protected Phases	1	6	Du setta tel estatel e estatent scance	5	2	Carlott in Colonia in Colonia dell'Architectura	3	8	ia va Alpakas most notivika vieno va	7	4	na company na company and a second
Permitted Phases	6	0.04	6	2	5.08.02	2			8	9.00.20		4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	46.0	35.0	35.0	46.0	35.0	35.0	16.0	52.0	52.0	16.0	52.0	52.0
Actuated g/C Ratio	0.35	0.27	0.27	0.35	0.27	0.27	0.12	0.40	0.40	0.12	0.40	0.40
v/c Ratio	80.0	0.04	0.25	0.23	0.05	0.10	0.22	1.03	0.08	0.11	0.86	0.03
Control Delay	26.0	35.5	7.5	28.0	35.7	1.5	54.5	65.9	1.8	70.7	23.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	35.5	7.5	28.0	35.7	1.5	54.5	65.9	1.8	70.7	23.6	0.4
LOS	С	D	Α	С	D	A	D	E	Α	E	С	Α
Approach Delay		14.3			22.1			64.1			23.9	
Approach LOS		В			С			E			С	

intersection Summary
Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 107 (82%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

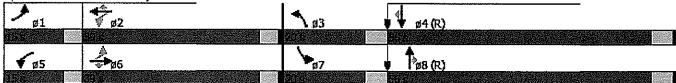
Control Type: Pretimed Maximum v/c Ratio: 1.03 Intersection Signal Delay: 43.5

Intersection Capacity Utilization 64.3%

Intersection LOS: D
ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave



	<i>&gt;</i>	<b>→</b>	7	*	<b>←</b>	*	4	†	<i>&gt;</i>	6	ļ	4
Lama, Group	FBI	EBT	EBR	Walt	WBT	Wer	MEL,	NBIT	NBR	SBL	SBIT	SPR
Lane Configurations	, J	<b>↑</b>	7	79	<b>1</b>	7*	7	ተተተ	7*	ሻ	ተተተ	7
Volume (vph)	57	48	105	90	43	65	114	1881	113	67	1963	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		70	115		70	165		85	180		85
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1652	1739	1478	1652	1739	1478	1652	4746	1478	1652	4746	1478
Fit Permitted	0.729		10000	0.595	(5.05.00.0)		0.950			0.950		
Satd. Flow (perm)	1267	1739	1478	1034	1739	1478	1652	4746	1478	1652	4746	1478
Right Turn on Red		19. anns 19.	Yes	5 G 4 6		Yes			Yes			Yes
Satd. Flow (RTOR)		Culturally in the homogeneous	105	nga mara pada nagari singnyang bigan ng	College Australia and Australia	86	~~~~		80			80
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		687	umama emergencia.	eli den opportungo, kristian servica, in	379	s commences and the second	S. pM spells broad to 64 promises and	648	or was such a major to second mark	20.000 SEA 14.000 SECURIO	1122	
Travel Time (s)		15.6	2000		8.6		1950 (8) (9)	11.0	Quarte s		19.1	
Lane Group Flow (vph)	57	48	105	90	43	65	114	1881	113	67	1963	35
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6	constitutions are well	5	2		3	8	ur ac entre aere concernatione	7	4	
Permitted Phases	6		6	2		2			8			4
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	20.0	56.0	56.0	20.0	56.0	56.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Act Effct Green (s)	21.2	11.2	11.2	22.9	14.3	14.3	14.8	83.4	83.4	11.9	77.6	77.6
Actuated g/C Ratio	0.16	0.09	0.09	0.18	0.11	0.11	0.11	0.64	0.64	0.09	0.60	0.60
v/c Ratio	0.24	0.32	0.47	0.39	0.23	0.27	0.61	0.62	0.12	0.45	0.69	0.04
Control Delay	45.8	61.7	17.3	49.3	58.0	8.4	68.1	16.1	4.3	74.6	3.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0
Total Delay	45.8	61.7	17.3	49.3	58.0	8.4	68.1	16.1	4.3	74.6	3.2	0.1
LOS	D	E	В	D	E	Α	E	В	Α	E Postovija	A	A
Approach Delay		35.2		Santa Liga (As)	37.8	2 3 4 4	15 (S. 15)	18.2			5.5	
Approach LOS		D			D			В			Α	

Intersection Summary

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 103 (79%), Referenced to phase 4:SBT and 8:NBT, Start of 1st Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 14.1

Intersection Capacity Utilization 67.9%

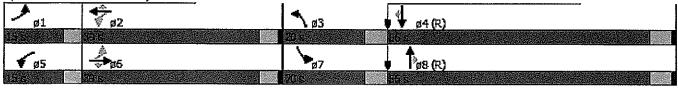
Intersection LOS: B

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Valley View St & Cerulean Ave

Other



	<i>*</i>	•	4	†	<b></b>	1					_
Viovenient	EBI	EBIN.	HEJI.	Nen	SBI	- \$\f\};\					
Lane Configurations Volume (veh/h)	0	<b>ተ</b> 15	0	<b>ተተተ</b> 2019	<b>↑↑%</b> 1747	17					773
Sign Control	Stop			Free	Free					akti kalin antan jerangan daga padang	A P
Grade Peak Hour Factor	0% 1.00	1.00	1.00	0% 1.00	0% 1.00	1.00					
Hourly flow rate (vph)	1.00	1.00	1.00	2019	1747	1.00 17					
Pedestrians											369 995
Lane Width (ft) Walking Speed (ft/s)											200
Percent Blockage											
Right turn flare (veh) Median type				None	None						- 
Median storage veh)				INUITE	INUITE						A
Upstream signal (ft)	0.70	0.70		227	481						
pX, platoon unblocked vC, conflicting volume	0.78 2428	0.76 591	0.76 1764			i e					
vC1, stage 1 conf vol											20
vC2, stage 2 conf vol vCu, unblocked vol	Õ	0	917	2000 B							
tC, single (s)	6.8	6.9	4.1								
tC, 2 stage (s)	۸۳	0.0									7774 655e
tF (s) p0 queue free %	3.5 100	3.3 98	2.2 100								
cM capacity (veh/h)	802	828	565								
Okoedon, Lang #	EB	ABJ [	AH) 2	NB3	SB	(H)	(31) (3)				
Volume Total Volume Left	15	673	673	673	699	699	366				
Volume Right	0 15	0	0 0	0	0	0	0 17				10
cSH	828	1700	1700	1700	1700	1700	1700		iko dang kantan dinggana Kantan menantuk salawa		MFI Com
Volume to Capacity Queue Length 95th (ft)	0.02 1	0.40 0	0.40 0	0.40 0	0.41 0	0.41 0	0.22 0				
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0			godorni serajoš	
Lane LOS Approach Delay (s)	A 9.4	0.0	TO THE SECOND	1888 at 1888 S	nο	VII. 1000 1994 1893		ales distributs	Y7285742075374		22
Approach LOS	9,4 A	0.0			0.0						
Increadion Summary	1000										
Average Delay	atta esta de la constanción	grá zára bo ovozno	0.0	di dana manina ana kao		yn en er y y y jast, decimen			and accompanies were see		<b>E</b>
Intersection Capacity Utilization Analysis Period (min)	m		44.1% 15	IC	U Level o	f Service			A		
rudiyoo r Grou (IIIII)		69320367650	ΙŪ	\$1 50 IS G	) (1975) 		A TORSON				

	۶	*	*	†	<b>↓</b>	4					
Movement	FBL	EBR	NBL	NBT	SBT	SER					
Lane Configurations Volume (veh/h)	0	<b>7</b> 25	Ö	<b>↑↑↑</b> 1957	<b>ተተ</b> ጮ 2154	35					
Sign Control	Stop			Free	Free						
Grade Peak Hour Factor	0% 1.00	1.00	1.00	0% 1.00	0% 1.00	1,00	1601282-820-821				8 (2) (2)
Hourly flow rate (vph)	0.1	25	1.00	1.00	2154	35					
Pedestrians											
Lane Width (ft) Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh) Median type				None	None						
Median storage veh)				on the state of th	ADED TO SECURE 1 AND 1	- 15					
Upstream signal (ft) pX, platoon unblocked	0.83	0.67	0.67	223	485				类形形的		
vC, conflicting volume	2824	736	2189								
vC1, stage 1 conf vol											
vC2, stage 2 conf vol vCu, unblocked vol	0	0	1067								,
tC, single (s)	6,8	6.9	4.1					\$150 NV 5			
tC, 2 stage (s) tF (s)	3.5	3.3	2.2	1949 SETTIFOU	2 160 Tg (63)	7.00				ogoden spreke	VS - 24 (4 (5 (4))))))))))
p0 queue free %	100	97	100								
cM capacity (veh/h)	847	730	437	86 45 55 7						161 (2) (5) (3)	
Direction, Lame #	EBM	NB/4	NB2	NBIO	88/4	88/2/	SBIG				
Volume Total Volume Left	25 0	652 0	652 0	652 0	862 0	862 0	466 0	\$ 75 (8) 42			
Volume Right	25	0	Ö	0	0	0	35				
cSH Volume to Capacity	730 0.03	1700 0.38	1700 0,38	1700 0.38	1700 0.51	1700 0.51	1700 0.27		12 Ex. (10 to 10 t		1
Queue Length 95th (ft)	3	0.50	0.50	0.30	0.51	0.31	0.27				
Control Delay (s)	10,1	0.0	0.0	0.0	0.0	0.0	0.0				
Lane LOS Approach Delay (s)	B 10.1	0.0			0.0			00 See See Se		4 3 E S	o a company of
Approach LOS	В	ости о кото поправдова вр		g ve sameja v angariji angara gjelani	e e a traver de de la de la del C	us ne mones deserbit de Ses		organis de la receptor de la recepto			an en
intersection Summary											
Average Delay Intersection Capacity Utilization	1		0.1 52.4%	ાં	م امنام ا	f Service			A		
Analysis Period (min)	t.	A. O. O.	15	الاا	o Echolif	II OCI YIOG			43		15-15-50-6 <u>8</u> (\$60-66)