

APPENDIX C

TRAFFIC MODEL POST-PROCESSING WORKSHEETS

APPENDIX C-1

**EXISTING WITH ELSP PROJECT BUILDOUT
INTERSECTION VOLUMES**

1. Railroad Canyon Road at Summerhill Lane/Grape Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	184	NORTHBOUND	
BOUND	THRU	829	IN ...	1346
	RIGHT	173	OUT ...	2415
SOUTH	LEFT	132	SOUTHBOUND	
BOUND	THRU	1671	IN ...	2085
	RIGHT	201	OUT ...	1242
EAST	LEFT	202	EASTBOUND	
BOUND	THRU	107	IN ...	741
	RIGHT	405	OUT ...	486
WEST	LEFT	220	WESTBOUND	
BOUND	THRU	71	IN ...	397
	RIGHT	96	OUT ...	427

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	184	211
BOUND	THRU	829	942
	RIGHT	173	192
SOUTH	LEFT	132	132
BOUND	THRU	1,671	1,754
	RIGHT	201	203
EAST	LEFT	202	204
BOUND	THRU	107	107
	RIGHT	405	431
WEST	LEFT	220	230
BOUND	THRU	71	71
	RIGHT	96	96

2. Railroad Canyon Road at I-15 NB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	168	NORTHBOUND	
BOUND	THRU	886	IN ...	1327
	RIGHT	0	OUT ...	1335
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	1051	IN ...	2398
	RIGHT	1228	OUT ...	1356
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1509
WEST	LEFT	124	WESTBOUND	
BOUND	THRU	0	IN ...	475
	RIGHT	310	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	168	265
BOUND	THRU	886	1,056
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	1,051	1,162
	RIGHT	1,228	1,244
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	124	173
BOUND	THRU	0	0
	RIGHT	310	310

3. Diamond Drive at I-15 SB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	372	IN ...	831
	RIGHT	95	OUT ...	900
SOUTH	LEFT	705	SOUTHBOUND	
BOUND	THRU	476	IN ...	1,341
	RIGHT	0	OUT ...	1,314
EAST	LEFT	669	EASTBOUND	
BOUND	THRU	2	IN ...	935
	RIGHT	221	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	892

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	372	660
	RIGHT	95	170
SOUTH	LEFT	705	720
BOUND	THRU	476	622
	RIGHT	0	0
EAST	LEFT	669	669
BOUND	THRU	2	2
	RIGHT	221	278
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	22	NORTHBOUND	
BOUND	THRU	123	IN ...	527
	RIGHT	4	OUT ...	448
SOUTH	LEFT	127	SOUTHBOUND	
BOUND	THRU	201	IN ...	869
	RIGHT	338	OUT ...	836
EAST	LEFT	299	EASTBOUND	
BOUND	THRU	120	IN ...	459
	RIGHT	39	OUT ...	473
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	99	IN ...	153
	RIGHT	50	OUT ...	251

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	22	55
BOUND	THRU	123	461
	RIGHT	4	11
SOUTH	LEFT	127	144
BOUND	THRU	201	389
	RIGHT	338	338
EAST	LEFT	299	311
BOUND	THRU	120	120
	RIGHT	39	53
WEST	LEFT	4	7
BOUND	THRU	99	99
	RIGHT	50	63

5. Lucerne Street at Lakeshore Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	18	NORTHBOUND	
BOUND	THRU	0	IN ...	534
	RIGHT	5	OUT ...	142
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	184	IN ...	456
	RIGHT	13	OUT ...	647
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	77	IN ...	274
	RIGHT	0	OUT ...	475

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	18	406
BOUND	THRU	0	0
	RIGHT	5	127
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	184	348
	RIGHT	13	110
WEST	LEFT	2	32
BOUND	THRU	77	241
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	23	NORTHBOUND	
BOUND	THRU	65	IN ...	209
	RIGHT	101	OUT ...	187
SOUTH	LEFT	191	SOUTHBOUND	
BOUND	THRU	49	IN ...	612
	RIGHT	168	OUT ...	654
EAST	LEFT	125	EASTBOUND	
BOUND	THRU	121	IN ...	507
	RIGHT	12	OUT ...	470
WEST	LEFT	112	WESTBOUND	
BOUND	THRU	95	IN ...	502
	RIGHT	86	OUT ...	519

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	23	23
BOUND	THRU	65	102
	RIGHT	101	101
SOUTH	LEFT	191	269
BOUND	THRU	49	54
	RIGHT	168	289
EAST	LEFT	125	328
BOUND	THRU	121	166
	RIGHT	12	13
WEST	LEFT	112	120
BOUND	THRU	95	158
	RIGHT	86	224

7. Diamond Drive at Campbell Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	145	IN ...	171
	RIGHT	6	OUT ...	141
SOUTH	LEFT	25	SOUTHBOUND	
BOUND	THRU	125	IN ...	164
	RIGHT	0	OUT ...	194
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	0	IN ...	31
	RIGHT	29	OUT ...	31

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	145	165
	RIGHT	6	6
SOUTH	LEFT	25	25
BOUND	THRU	125	139
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	2	2
BOUND	THRU	0	0
	RIGHT	29	29

8. Mission Trail at Campbell Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	9	NORTHBOUND	
BOUND	THRU	275	IN ...	498
	RIGHT	5	OUT ...	448
SOUTH	LEFT	17	SOUTHBOUND	
BOUND	THRU	338	IN ...	470
	RIGHT	9	OUT ...	495
EAST	LEFT	7	EASTBOUND	
BOUND	THRU	1	IN ...	9
	RIGHT	1	OUT ...	19
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	1	IN ...	8
	RIGHT	4	OUT ...	23

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	9	10
BOUND	THRU	275	483
	RIGHT	5	6
SOUTH	LEFT	17	17
BOUND	THRU	338	444
	RIGHT	9	9
EAST	LEFT	7	7
BOUND	THRU	1	1
	RIGHT	1	1
WEST	LEFT	3	3
BOUND	THRU	1	1
	RIGHT	4	4

9. Diamond Drive at Malaga Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	175	IN ...	196
	RIGHT	11	OUT ...	124
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	94	IN ...	114
	RIGHT	4	OUT ...	212
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	1	IN ...	47
	RIGHT	1	OUT ...	44
WEST	LEFT	24	WESTBOUND	
BOUND	THRU	9	IN ...	63
	RIGHT	11	OUT ...	39

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	2	5
BOUND	THRU	175	175
	RIGHT	11	22
SOUTH	LEFT	1	3
BOUND	THRU	94	97
	RIGHT	4	13
EAST	LEFT	4	28
BOUND	THRU	1	14
	RIGHT	1	5
WEST	LEFT	24	24
BOUND	THRU	9	26
	RIGHT	11	14

10. Mission Trail at Malaga Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	24	NORTHBOUND	
BOUND	THRU	297	IN ...	595
	RIGHT	55	OUT ...	430
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	252	IN ...	367
	RIGHT	7	OUT ...	525
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	2	IN ...	45
	RIGHT	13	OUT ...	55
WEST	LEFT	53	WESTBOUND	
BOUND	THRU	5	IN ...	66
	RIGHT	8	OUT ...	64

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	24	39
BOUND	THRU	297	505
	RIGHT	55	55
SOUTH	LEFT	7	7
BOUND	THRU	252	348
	RIGHT	7	11
EAST	LEFT	4	11
BOUND	THRU	2	3
	RIGHT	13	31
WEST	LEFT	53	53
BOUND	THRU	5	5
	RIGHT	8	9

11. Mission Trail at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	389	IN ...	656
	RIGHT	81	OUT ...	523
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	389	IN ...	495
	RIGHT	2	OUT ...	619
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	2	IN ...	32
	RIGHT	3	OUT ...	33
WEST	LEFT	63	WESTBOUND	
BOUND	THRU	3	IN ...	85
	RIGHT	13	OUT ...	93

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	2	9
BOUND	THRU	389	584
	RIGHT	81	81
SOUTH	LEFT	7	9
BOUND	THRU	389	461
	RIGHT	2	12
EAST	LEFT	3	16
BOUND	THRU	2	7
	RIGHT	3	9
WEST	LEFT	63	63
BOUND	THRU	3	13
	RIGHT	13	19

12. Mission Trail at Victorian Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	474	IN ...	682
	RIGHT	2	OUT ...	543
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	461	IN ...	532
	RIGHT	2	OUT ...	662
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	20
	RIGHT	2	OUT ...	26
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	1	IN ...	11
	RIGHT	2	OUT ...	13

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	2	13
BOUND	THRU	474	653
	RIGHT	2	5
SOUTH	LEFT	1	2
BOUND	THRU	461	532
	RIGHT	2	8
EAST	LEFT	2	6
BOUND	THRU	1	6
	RIGHT	2	8
WEST	LEFT	2	3
BOUND	THRU	1	5
	RIGHT	2	2

13. Mission Trail at Lemon Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	455	IN ...	777
	RIGHT	116	OUT ...	551
SOUTH	LEFT	50	SOUTHBOUND	
BOUND	THRU	411	IN ...	533
	RIGHT	0	OUT ...	686
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	61	WESTBOUND	
BOUND	THRU	0	IN ...	106
	RIGHT	34	OUT ...	179

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	455	647
	RIGHT	116	130
SOUTH	LEFT	50	50
BOUND	THRU	411	484
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	61	67
BOUND	THRU	0	0
	RIGHT	34	39

14. Mission Trail at Corydon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	251	NORTHBOUND	
BOUND	THRU	298	IN ...	663
	RIGHT	0	OUT ...	720
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	287	IN ...	555
	RIGHT	189	OUT ...	773
EAST	LEFT	269	EASTBOUND	
BOUND	THRU	0	IN ...	848
	RIGHT	228	OUT ...	572
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	251	335
BOUND	THRU	298	328
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	287	317
	RIGHT	189	237
EAST	LEFT	269	445
BOUND	THRU	0	0
	RIGHT	228	403
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	499	IN ...	718
	RIGHT	0	OUT ...	451
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	354	IN ...	500
	RIGHT	18	OUT ...	856
EAST	LEFT	7	EASTBOUND	
BOUND	THRU	0	IN ...	171
	RIGHT	1	OUT ...	83
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	1	5
BOUND	THRU	499	708
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	354	429
	RIGHT	18	78
EAST	LEFT	7	148
BOUND	THRU	0	0
	RIGHT	1	22
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Mission Trail at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	281	IN ...	387
	RIGHT	63	OUT ...	342
SOUTH	LEFT	212	SOUTHBOUND	
BOUND	THRU	241	IN ...	648
	RIGHT	0	OUT ...	616
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1
WEST	LEFT	63	WESTBOUND	
BOUND	THRU	0	IN ...	356
	RIGHT	228	OUT ...	432

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	281	316
	RIGHT	63	71
SOUTH	LEFT	212	361
BOUND	THRU	241	285
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	63	63
BOUND	THRU	0	0
	RIGHT	228	300

17. Orange Street at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	68	IN ...	412
	RIGHT	334	OUT ...	336
SOUTH	LEFT	200	SOUTHBOUND	
BOUND	THRU	36	IN ...	247
	RIGHT	7	OUT ...	194
EAST	LEFT	22	EASTBOUND	
BOUND	THRU	377	IN ...	570
	RIGHT	14	OUT ...	446
WEST	LEFT	284	WESTBOUND	
BOUND	THRU	364	IN ...	819
	RIGHT	104	OUT ...	1072

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	10	11
BOUND	THRU	68	68
	RIGHT	334	340
SOUTH	LEFT	200	207
BOUND	THRU	36	36
	RIGHT	7	8
EAST	LEFT	22	27
BOUND	THRU	377	526
	RIGHT	14	17
WEST	LEFT	284	286
BOUND	THRU	364	428
	RIGHT	104	105

18. I-15 SB Ramps at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1034
SOUTH	LEFT	175	SOUTHBOUND	
BOUND	THRU	1	IN ...	435
	RIGHT	249	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	444	IN ...	1083
	RIGHT	478	OUT ...	853
WEST	LEFT	410	WESTBOUND	
BOUND	THRU	537	IN ...	1012
	RIGHT	0	OUT ...	643

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	175	175
BOUND	THRU	1	1
	RIGHT	249	273
EAST	LEFT	0	0
BOUND	THRU	444	482
	RIGHT	478	601
WEST	LEFT	410	432
BOUND	THRU	537	580
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	275	NORTHBOUND	
BOUND	THRU	2	IN ...	473
	RIGHT	143	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	560
EAST	LEFT	234	EASTBOUND	
BOUND	THRU	387	IN ...	645
	RIGHT	0	OUT ...	1,003
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	663	IN ...	998
	RIGHT	318	OUT ...	554

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	275	317
BOUND	THRU	2	2
	RIGHT	143	154
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	234	245
BOUND	THRU	387	400
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	663	686
	RIGHT	318	318

20. Corydon Road at Palomar Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	12	NORTHBOUND	
BOUND	THRU	381	IN ...	467
	RIGHT	61	OUT ...	467
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	321	IN ...	438
	RIGHT	31	OUT ...	539
EAST	LEFT	79	EASTBOUND	
BOUND	THRU	71	IN ...	183
	RIGHT	20	OUT ...	96
WEST	LEFT	106	WESTBOUND	
BOUND	THRU	42	IN ...	201
	RIGHT	29	OUT ...	186

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	12	12
BOUND	THRU	381	395
	RIGHT	61	74
SOUTH	LEFT	7	21
BOUND	THRU	321	363
	RIGHT	31	43
EAST	LEFT	79	86
BOUND	THRU	71	91
	RIGHT	20	20
WEST	LEFT	106	106
BOUND	THRU	42	46
	RIGHT	29	58

21. Mission Trail at Palomar Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	64	NORTHBOUND	
BOUND	THRU	200	IN ...	318
	RIGHT	0	OUT ...	446
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	259	IN ...	420
	RIGHT	131	OUT ...	388
EAST	LEFT	152	EASTBOUND	
BOUND	THRU	0	IN ...	315
	RIGHT	116	OUT ...	219
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	64	87
BOUND	THRU	200	231
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	259	288
	RIGHT	131	132
EAST	LEFT	152	157
BOUND	THRU	0	0
	RIGHT	116	158
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	36	NORTHBOUND	
BOUND	THRU	0	IN ...	37
	RIGHT	1	OUT ...	26
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	0	IN ...	50
	RIGHT	10	OUT ...	29
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	500	IN ...	548
	RIGHT	21	OUT ...	737
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	649	IN ...	680
	RIGHT	2	OUT ...	524

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	36	37
BOUND	THRU	0	0
	RIGHT	1	1
SOUTH	LEFT	7	18
BOUND	THRU	0	0
	RIGHT	10	33
EAST	LEFT	1	11
BOUND	THRU	500	506
	RIGHT	21	23
WEST	LEFT	4	4
BOUND	THRU	649	668
	RIGHT	2	18

23. Corydon Road at Grand Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	5
	RIGHT	1	OUT ...	5
SOUTH	LEFT	80	SOUTHBOUND	
BOUND	THRU	1	IN ...	391
	RIGHT	290	OUT ...	316
EAST	LEFT	238	EASTBOUND	
BOUND	THRU	468	IN ...	718
	RIGHT	1	OUT ...	593
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	284	IN ...	349
	RIGHT	64	OUT ...	549

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	2
BOUND	THRU	1	2
	RIGHT	1	2
SOUTH	LEFT	80	81
BOUND	THRU	1	2
	RIGHT	290	308
EAST	LEFT	238	250
BOUND	THRU	468	468
	RIGHT	1	2
WEST	LEFT	1	2
BOUND	THRU	284	284
	RIGHT	64	64

25. Diamond Drive at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	66	IN ...	79
	RIGHT	7	OUT ...	54
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	46	IN ...	49
	RIGHT	0	OUT ...	74
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	0	IN ...	8
	RIGHT	2	OUT ...	8

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	66	72
	RIGHT	7	7
SOUTH	LEFT	1	1
BOUND	THRU	46	48
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	6	6
BOUND	THRU	0	0
	RIGHT	2	2

26. "A" Street at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	26
	RIGHT	1	OUT ...	28
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	8	IN ...	9
	RIGHT	1	OUT ...	8
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	7	IN ...	34
	RIGHT	0	OUT ...	33

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	25
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	8	8
	RIGHT	1	2
WEST	LEFT	1	26
BOUND	THRU	7	7
	RIGHT	0	0

27. "A" Street at Victorian Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2	IN ...	20
	RIGHT	5	OUT ...	12
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	20
	RIGHT	0	OUT ...	33
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	0	IN ...	26
	RIGHT	1	OUT ...	21

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2	12
	RIGHT	5	8
SOUTH	LEFT	1	13
BOUND	THRU	2	7
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	4	5
BOUND	THRU	0	0
	RIGHT	1	21

28. "A" Street at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	0	IN ...	11
	RIGHT	4	OUT ...	18
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	17	IN ...	191
	RIGHT	0	OUT ...	105
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	37	IN ...	102
	RIGHT	1	OUT ...	181

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1	3
BOUND	THRU	0	0
	RIGHT	4	8
EAST	LEFT	4	16
BOUND	THRU	17	178
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	37	97
	RIGHT	1	2

29. Lucerne Street at Sylvester Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	31	IN ...	567
	RIGHT	1	OUT ...	160
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	27	IN ...	155
	RIGHT	0	OUT ...	543
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	21
	RIGHT	1	OUT ...	40

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	31	533
	RIGHT	1	32
SOUTH	LEFT	1	8
BOUND	THRU	27	149
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	11
BOUND	THRU	0	0
	RIGHT	1	10

30. Stoneman Street at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	21	NORTHBOUND	
BOUND	THRU	0	IN ...	147
	RIGHT	95	OUT ...	154
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	3	IN ...	226
	RIGHT	18	OUT ...	110
WEST	LEFT	95	WESTBOUND	
BOUND	THRU	4	IN ...	160
	RIGHT	0	OUT ...	269

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	21	36
BOUND	THRU	0	0
	RIGHT	95	111
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	3	158
	RIGHT	18	68
WEST	LEFT	95	95
BOUND	THRU	4	74
	RIGHT	0	0

1. Railroad Canyon Road at Summerhill Lane/Grape Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	256	NORTHBOUND	
BOUND	THRU	1256	IN ...	2036
	RIGHT	305	OUT ...	1668
SOUTH	LEFT	155	SOUTHBOUND	
BOUND	THRU	848	IN ...	1278
	RIGHT	98	OUT ...	1907
EAST	LEFT	226	EASTBOUND	
BOUND	THRU	177	IN ...	736
	RIGHT	289	OUT ...	575
WEST	LEFT	274	WESTBOUND	
BOUND	THRU	173	IN ...	762
	RIGHT	279	OUT ...	663

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	256	295
BOUND	THRU	1,256	1,406
	RIGHT	305	333
SOUTH	LEFT	155	156
BOUND	THRU	848	1,018
	RIGHT	98	104
EAST	LEFT	226	226
BOUND	THRU	177	177
	RIGHT	289	337
WEST	LEFT	274	313
BOUND	THRU	173	175
	RIGHT	279	279

2. Railroad Canyon Road at I-15 NB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	166	NORTHBOUND	
BOUND	THRU	1170	IN ...	1628
	RIGHT	0	OUT ...	1214
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	705	IN ...	1677
	RIGHT	715	OUT ...	1991
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	955
WEST	LEFT	149	WESTBOUND	
BOUND	THRU	2	IN ...	856
	RIGHT	602	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	166	236
BOUND	THRU	1,170	1,385
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	705	968
	RIGHT	715	717
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	149	246
BOUND	THRU	2	2
	RIGHT	602	606

3. Diamond Drive at I-15 SB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	338	IN ...	760
	RIGHT	55	OUT ...	1,160
SOUTH	LEFT	295	SOUTHBOUND	
BOUND	THRU	521	IN ...	1,176
	RIGHT	0	OUT ...	1,660
EAST	LEFT	1030	EASTBOUND	
BOUND	THRU	0	IN ...	1,309
	RIGHT	187	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	426

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	338	649
	RIGHT	55	110
SOUTH	LEFT	295	316
BOUND	THRU	521	865
	RIGHT	0	0
EAST	LEFT	1,030	1,030
BOUND	THRU	0	0
	RIGHT	187	295
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	64	IN ...	447
	RIGHT	3	OUT ...	773
SOUTH	LEFT	211	SOUTHBOUND	
BOUND	THRU	251	IN ...	1,155
	RIGHT	241	OUT ...	735
EAST	LEFT	174	EASTBOUND	
BOUND	THRU	128	IN ...	356
	RIGHT	35	OUT ...	351
WEST	LEFT	17	WESTBOUND	
BOUND	THRU	98	IN ...	245
	RIGHT	130	OUT ...	342

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	10	38
BOUND	THRU	64	395
	RIGHT	3	12
SOUTH	LEFT	211	233
BOUND	THRU	251	677
	RIGHT	241	245
EAST	LEFT	174	194
BOUND	THRU	128	128
	RIGHT	35	64
WEST	LEFT	17	31
BOUND	THRU	98	98
	RIGHT	130	145

5. Lucerne Street at Lakeshore Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	11	NORTHBOUND	
BOUND	THRU	0	IN ...	248
	RIGHT	1	OUT ...	508
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	31	IN ...	767
	RIGHT	35	OUT ...	715
WEST	LEFT	8	WESTBOUND	
BOUND	THRU	236	IN ...	605
	RIGHT	0	OUT ...	397

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	11	191
BOUND	THRU	0	0
	RIGHT	1	50
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	31	347
	RIGHT	35	449
WEST	LEFT	8	59
BOUND	THRU	236	524
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	49	NORTHBOUND	
BOUND	THRU	32	IN ...	316
	RIGHT	206	OUT ...	327
SOUTH	LEFT	232	SOUTHBOUND	
BOUND	THRU	34	IN ...	908
	RIGHT	172	OUT ...	613
EAST	LEFT	163	EASTBOUND	
BOUND	THRU	323	IN ...	847
	RIGHT	27	OUT ...	735
WEST	LEFT	169	WESTBOUND	
BOUND	THRU	209	IN ...	626
	RIGHT	48	OUT ...	1,024

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	49	55
BOUND	THRU	32	66
	RIGHT	206	206
SOUTH	LEFT	232	443
BOUND	THRU	34	73
	RIGHT	172	392
EAST	LEFT	163	426
BOUND	THRU	323	386
	RIGHT	27	36
WEST	LEFT	169	218
BOUND	THRU	209	287
	RIGHT	48	121

7. Diamond Drive at Campbell Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	174	IN ...	221
	RIGHT	18	OUT ...	243
SOUTH	LEFT	38	SOUTHBOUND	
BOUND	THRU	140	IN ...	275
	RIGHT	0	OUT ...	263
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	0	IN ...	66
	RIGHT	60	OUT ...	56

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	174	204
	RIGHT	18	18
SOUTH	LEFT	38	40
BOUND	THRU	140	236
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	6	7
BOUND	THRU	0	0
	RIGHT	60	60

8. Mission Trail at Campbell Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	7	NORTHBOUND	
BOUND	THRU	282	IN ...	498
	RIGHT	9	OUT ...	563
SOUTH	LEFT	30	SOUTHBOUND	
BOUND	THRU	282	IN ...	598
	RIGHT	23	OUT ...	511
EAST	LEFT	20	EASTBOUND	
BOUND	THRU	7	IN ...	41
	RIGHT	14	OUT ...	32
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	2	IN ...	15
	RIGHT	9	OUT ...	46

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	7	7
BOUND	THRU	282	481
	RIGHT	9	9
SOUTH	LEFT	30	32
BOUND	THRU	282	543
	RIGHT	23	24
EAST	LEFT	20	21
BOUND	THRU	7	7
	RIGHT	14	16
WEST	LEFT	4	4
BOUND	THRU	2	2
	RIGHT	9	9

9. Diamond Drive at Malaga Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	114	IN ...	173
	RIGHT	50	OUT ...	204
SOUTH	LEFT	14	SOUTHBOUND	
BOUND	THRU	149	IN ...	287
	RIGHT	24	OUT ...	161
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	11	IN ...	79
	RIGHT	1	OUT ...	172
WEST	LEFT	42	WESTBOUND	
BOUND	THRU	8	IN ...	112
	RIGHT	15	OUT ...	113

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	4
BOUND	THRU	114	130
	RIGHT	50	50
SOUTH	LEFT	14	14
BOUND	THRU	149	152
	RIGHT	24	124
EAST	LEFT	1	9
BOUND	THRU	11	63
	RIGHT	1	6
WEST	LEFT	42	46
BOUND	THRU	8	44
	RIGHT	15	22

10. Mission Trail at Malaga Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	68	NORTHBOUND	
BOUND	THRU	317	IN ...	659
	RIGHT	69	OUT ...	672
SOUTH	LEFT	20	SOUTHBOUND	
BOUND	THRU	296	IN ...	361
	RIGHT	7	OUT ...	395
EAST	LEFT	6	EASTBOUND	
BOUND	THRU	3	IN ...	302
	RIGHT	19	OUT ...	286
WEST	LEFT	83	WESTBOUND	
BOUND	THRU	15	IN ...	123
	RIGHT	25	OUT ...	92

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	68	246
BOUND	THRU	317	343
	RIGHT	69	69
SOUTH	LEFT	20	20
BOUND	THRU	296	340
	RIGHT	7	14
EAST	LEFT	6	39
BOUND	THRU	3	17
	RIGHT	19	247
WEST	LEFT	83	85
BOUND	THRU	15	26
	RIGHT	25	25

11. Mission Trail at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	5	NORTHBOUND	
BOUND	THRU	444	IN ...	659
	RIGHT	81	OUT ...	696
SOUTH	LEFT	16	SOUTHBOUND	
BOUND	THRU	415	IN ...	697
	RIGHT	3	OUT ...	653
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	2	IN ...	57
	RIGHT	5	OUT ...	65
WEST	LEFT	75	WESTBOUND	
BOUND	THRU	5	IN ...	110
	RIGHT	21	OUT ...	110

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	5	18
BOUND	THRU	444	590
	RIGHT	81	81
SOUTH	LEFT	16	32
BOUND	THRU	415	623
	RIGHT	3	26
EAST	LEFT	4	30
BOUND	THRU	2	10
	RIGHT	5	18
WEST	LEFT	75	75
BOUND	THRU	5	21
	RIGHT	21	33

12. Mission Trail at Victorian Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	523	IN ...	682
	RIGHT	3	OUT ...	721
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	487	IN ...	691
	RIGHT	1	OUT ...	655
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	38
	RIGHT	2	OUT ...	43
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	10	IN ...	24
	RIGHT	1	OUT ...	16

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	11
BOUND	THRU	523	644
	RIGHT	3	5
SOUTH	LEFT	2	3
BOUND	THRU	487	702
	RIGHT	1	8
EAST	LEFT	2	11
BOUND	THRU	1	8
	RIGHT	2	19
WEST	LEFT	1	1
BOUND	THRU	10	24
	RIGHT	1	1

13. Mission Trail at Lemon Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	486	IN ...	741
	RIGHT	103	OUT ...	730
SOUTH	LEFT	51	SOUTHBOUND	
BOUND	THRU	444	IN ...	714
	RIGHT	0	OUT ...	677
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	56	WESTBOUND	
BOUND	THRU	0	IN ...	122
	RIGHT	48	OUT ...	171

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	486	624
	RIGHT	103	114
SOUTH	LEFT	51	57
BOUND	THRU	444	660
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	56	70
BOUND	THRU	0	0
	RIGHT	48	53

14. Mission Trail at Corydon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	244	NORTHBOUND	
BOUND	THRU	340	IN ...	863
	RIGHT	0	OUT ...	697
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	254	IN ...	720
	RIGHT	236	OUT ...	743
EAST	LEFT	251	EASTBOUND	
BOUND	THRU	0	IN ...	734
	RIGHT	267	OUT ...	876
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	244	460
BOUND	THRU	340	402
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	254	304
	RIGHT	236	416
EAST	LEFT	251	341
BOUND	THRU	0	0
	RIGHT	267	393
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	4	NORTHBOUND	
BOUND	THRU	456	IN ...	614
	RIGHT	0	OUT ...	713
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	451	IN ...	857
	RIGHT	11	OUT ...	675
EAST	LEFT	9	EASTBOUND	
BOUND	THRU	0	IN ...	120
	RIGHT	3	OUT ...	204
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	4	39
BOUND	THRU	456	579
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	451	688
	RIGHT	11	165
EAST	LEFT	9	96
BOUND	THRU	0	0
	RIGHT	3	25
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Mission Trail at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	215	IN ...	366
	RIGHT	88	OUT ...	370
SOUTH	LEFT	269	SOUTHBOUND	
BOUND	THRU	194	IN ...	627
	RIGHT	0	OUT ...	723
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	113	WESTBOUND	
BOUND	THRU	0	IN ...	558
	RIGHT	283	OUT ...	458

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	215	283
	RIGHT	88	88
SOUTH	LEFT	269	374
BOUND	THRU	194	251
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	113	119
BOUND	THRU	0	0
	RIGHT	283	440

17. Orange Street at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	22	NORTHBOUND	
BOUND	THRU	65	IN ...	269
	RIGHT	182	OUT ...	236
SOUTH	LEFT	137	SOUTHBOUND	
BOUND	THRU	34	IN ...	187
	RIGHT	14	OUT ...	332
EAST	LEFT	27	EASTBOUND	
BOUND	THRU	406	IN ...	553
	RIGHT	19	OUT ...	658
WEST	LEFT	180	WESTBOUND	
BOUND	THRU	460	IN ...	1044
	RIGHT	196	OUT ...	828

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	22	23
BOUND	THRU	65	65
	RIGHT	182	183
SOUTH	LEFT	137	143
BOUND	THRU	34	34
	RIGHT	14	15
EAST	LEFT	27	32
BOUND	THRU	406	502
	RIGHT	19	19
WEST	LEFT	180	188
BOUND	THRU	460	619
	RIGHT	196	238

18. I-15 SB Ramps at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	600
SOUTH	LEFT	377	SOUTHBOUND	
BOUND	THRU	2	IN ...	691
	RIGHT	292	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	446	IN ...	856
	RIGHT	307	OUT ...	1106
WEST	LEFT	207	WESTBOUND	
BOUND	THRU	606	IN ...	1011
	RIGHT	0	OUT ...	852

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	377	377
BOUND	THRU	2	2
	RIGHT	292	331
EAST	LEFT	0	0
BOUND	THRU	446	494
	RIGHT	307	362
WEST	LEFT	207	236
BOUND	THRU	606	775
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	363	NORTHBOUND	
BOUND	THRU	3	IN ...	1,042
	RIGHT	503	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	368
EAST	LEFT	172	EASTBOUND	
BOUND	THRU	668	IN ...	869
	RIGHT	0	OUT ...	999
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	438	IN ...	657
	RIGHT	185	OUT ...	1,199

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	363	513
BOUND	THRU	3	4
	RIGHT	503	525
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	172	194
BOUND	THRU	668	674
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	438	486
	RIGHT	185	185

20. Corydon Road at Palomar Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	355	IN ...	410
	RIGHT	25	OUT ...	404
SOUTH	LEFT	10	SOUTHBOUND	
BOUND	THRU	326	IN ...	523
	RIGHT	103	OUT ...	547
EAST	LEFT	88	EASTBOUND	
BOUND	THRU	15	IN ...	126
	RIGHT	8	OUT ...	168
WEST	LEFT	49	WESTBOUND	
BOUND	THRU	39	IN ...	153
	RIGHT	18	OUT ...	93

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	6	6
BOUND	THRU	355	388
	RIGHT	25	34
SOUTH	LEFT	10	38
BOUND	THRU	326	349
	RIGHT	103	120
EAST	LEFT	88	105
BOUND	THRU	15	22
	RIGHT	8	8
WEST	LEFT	49	52
BOUND	THRU	39	45
	RIGHT	18	54

21. Mission Trail at Palomar Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	95	NORTHBOUND	
BOUND	THRU	214	IN ...	397
	RIGHT	0	OUT ...	318
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	186	IN ...	375
	RIGHT	136	OUT ...	345
EAST	LEFT	81	EASTBOUND	
BOUND	THRU	0	IN ...	169
	RIGHT	45	OUT ...	278
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	95	141
BOUND	THRU	214	255
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	186	239
	RIGHT	136	137
EAST	LEFT	81	90
BOUND	THRU	0	0
	RIGHT	45	79
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	21	NORTHBOUND	
BOUND	THRU	1	IN ...	24
	RIGHT	1	OUT ...	45
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	1	IN ...	55
	RIGHT	10	OUT ...	55
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	503	IN ...	602
	RIGHT	42	OUT ...	850
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	775	IN ...	807
	RIGHT	3	OUT ...	538

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	21	21
BOUND	THRU	1	8
	RIGHT	1	1
SOUTH	LEFT	2	7
BOUND	THRU	1	3
	RIGHT	10	46
EAST	LEFT	1	15
BOUND	THRU	503	531
	RIGHT	42	42
WEST	LEFT	2	2
BOUND	THRU	775	788
	RIGHT	3	32

23. Corydon Road at Grand Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	2	IN ...	7
	RIGHT	1	OUT ...	7
SOUTH	LEFT	39	SOUTHBOUND	
BOUND	THRU	2	IN ...	306
	RIGHT	244	OUT ...	349
EAST	LEFT	283	EASTBOUND	
BOUND	THRU	395	IN ...	700
	RIGHT	1	OUT ...	578
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	315	IN ...	356
	RIGHT	40	OUT ...	436

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	2
BOUND	THRU	2	4
	RIGHT	1	2
SOUTH	LEFT	39	40
BOUND	THRU	2	4
	RIGHT	244	263
EAST	LEFT	283	304
BOUND	THRU	395	395
	RIGHT	1	2
WEST	LEFT	1	2
BOUND	THRU	315	315
	RIGHT	40	41

25. Diamond Drive at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	69	IN ...	84
	RIGHT	9	OUT ...	90
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	68	IN ...	83
	RIGHT	0	OUT ...	78
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	10	WESTBOUND	
BOUND	THRU	0	IN ...	13
	RIGHT	3	OUT ...	12

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	69	75
	RIGHT	9	10
SOUTH	LEFT	2	2
BOUND	THRU	68	80
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	10	10
BOUND	THRU	0	0
	RIGHT	3	3

26. "A" Street at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	48
	RIGHT	1	OUT ...	54
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	11	IN ...	12
	RIGHT	1	OUT ...	14
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	12	IN ...	65
	RIGHT	0	OUT ...	58

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	1	2
BOUND	THRU	0	0
	RIGHT	1	48
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	11	11
	RIGHT	1	2
WEST	LEFT	1	52
BOUND	THRU	12	12
	RIGHT	0	0

27. "A" Street at Victorian Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2	IN ...	22
	RIGHT	4	OUT ...	28
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	51
	RIGHT	0	OUT ...	43
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	5	WESTBOUND	
BOUND	THRU	0	IN ...	37
	RIGHT	1	OUT ...	38

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	2	15
	RIGHT	4	7
SOUTH	LEFT	1	31
BOUND	THRU	2	19
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	5	9
BOUND	THRU	0	0
	RIGHT	1	28

28. "A" Street at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	0	IN ...	26
	RIGHT	4	OUT ...	20
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	27	IN ...	141
	RIGHT	0	OUT ...	228
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	28	IN ...	218
	RIGHT	1	OUT ...	136

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1	6
BOUND	THRU	0	0
	RIGHT	4	20
EAST	LEFT	3	12
BOUND	THRU	27	130
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	28	208
	RIGHT	1	8

29. Lucerne Street at Sylvester Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	28	IN ...	287
	RIGHT	2	OUT ...	635
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	63	IN ...	530
	RIGHT	0	OUT ...	265
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	0	IN ...	145
	RIGHT	1	OUT ...	61

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	28	237
	RIGHT	2	42
SOUTH	LEFT	2	19
BOUND	THRU	63	518
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	2	117
BOUND	THRU	0	0
	RIGHT	1	28

30. Stoneman Street at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	62
	RIGHT	1	OUT ...	53
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	114	IN ...	257
	RIGHT	1	OUT ...	261
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	18	IN ...	214
	RIGHT	0	OUT ...	219

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	1	57
BOUND	THRU	0	0
	RIGHT	1	8
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	114	211
	RIGHT	1	28
WEST	LEFT	1	25
BOUND	THRU	18	204
	RIGHT	0	0

1. Railroad Canyon Road at Summerhill Lane/Grape Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	283	NORTHBOUND	
BOUND	THRU	947	IN ...	1906
	RIGHT	434	OUT ...	2295
SOUTH	LEFT	197	SOUTHBOUND	
BOUND	THRU	1293	IN ...	1733
	RIGHT	90	OUT ...	1385
EAST	LEFT	96	EASTBOUND	
BOUND	THRU	151	IN ...	681
	RIGHT	375	OUT ...	583
WEST	LEFT	371	WESTBOUND	
BOUND	THRU	155	IN ...	769
	RIGHT	198	OUT ...	827

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	283	332
BOUND	THRU	947	1,088
	RIGHT	434	484
SOUTH	LEFT	197	197
BOUND	THRU	1,293	1,450
	RIGHT	90	92
EAST	LEFT	96	99
BOUND	THRU	151	151
	RIGHT	375	431
WEST	LEFT	371	413
BOUND	THRU	155	158
	RIGHT	198	198

2. Railroad Canyon Road at I-15 NB Ramps

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	204	NORTHBOUND	
BOUND	THRU	1242	IN ...	1781
	RIGHT	0	OUT ...	1342
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	893	IN ...	2274
	RIGHT	1125	OUT ...	1909
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1423
WEST	LEFT	94	WESTBOUND	
BOUND	THRU	1	IN ...	620
	RIGHT	425	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	204	308
BOUND	THRU	1,242	1,462
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	893	1,173
	RIGHT	1,125	1,125
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	94	169
BOUND	THRU	1	1
	RIGHT	425	447

3. Diamond Drive at I-15 SB Ramps

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	559	IN ...	1,093
	RIGHT	95	OUT ...	1,254
SOUTH	LEFT	400	SOUTHBOUND	
BOUND	THRU	564	IN ...	1,319
	RIGHT	0	OUT ...	1,797
EAST	LEFT	903	EASTBOUND	
BOUND	THRU	4	IN ...	1,241
	RIGHT	243	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	601

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	559	925
	RIGHT	95	166
SOUTH	LEFT	400	431
BOUND	THRU	564	891
	RIGHT	0	0
EAST	LEFT	903	903
BOUND	THRU	4	4
	RIGHT	243	363
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	29	NORTHBOUND	
BOUND	THRU	223	IN ...	702
	RIGHT	10	OUT ...	812
SOUTH	LEFT	258	SOUTHBOUND	
BOUND	THRU	301	IN ...	1,232
	RIGHT	226	OUT ...	1,077
EAST	LEFT	310	EASTBOUND	
BOUND	THRU	135	IN ...	502
	RIGHT	50	OUT ...	321
WEST	LEFT	9	WESTBOUND	
BOUND	THRU	65	IN ...	179
	RIGHT	105	OUT ...	403

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	29	50
BOUND	THRU	223	631
	RIGHT	10	19
SOUTH	LEFT	258	286
BOUND	THRU	301	720
	RIGHT	226	226
EAST	LEFT	310	327
BOUND	THRU	135	135
	RIGHT	50	77
WEST	LEFT	9	15
BOUND	THRU	65	65
	RIGHT	105	119

5. Lucerne Street at Lakeshore Drive

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	7	NORTHBOUND	
BOUND	THRU	0	IN ...	416
	RIGHT	8	OUT ...	432
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	120	IN ...	789
	RIGHT	25	OUT ...	873
WEST	LEFT	9	WESTBOUND	
BOUND	THRU	207	IN ...	676
	RIGHT	0	OUT ...	576

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	7	257
BOUND	THRU	0	0
	RIGHT	8	159
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	120	417
	RIGHT	25	370
WEST	LEFT	9	62
BOUND	THRU	207	616
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	25	NORTHBOUND	
BOUND	THRU	41	IN ...	317
	RIGHT	222	OUT ...	265
SOUTH	LEFT	363	SOUTHBOUND	
BOUND	THRU	35	IN ...	1,005
	RIGHT	155	OUT ...	850
EAST	LEFT	167	EASTBOUND	
BOUND	THRU	67	IN ...	635
	RIGHT	3	OUT ...	744
WEST	LEFT	199	WESTBOUND	
BOUND	THRU	159	IN ...	801
	RIGHT	202	OUT ...	900

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	25	43
BOUND	THRU	41	57
	RIGHT	222	222
SOUTH	LEFT	363	545
BOUND	THRU	35	52
	RIGHT	155	408
EAST	LEFT	167	491
BOUND	THRU	67	138
	RIGHT	3	6
WEST	LEFT	199	207
BOUND	THRU	159	293
	RIGHT	202	302

7. Diamond Drive at Campbell Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	241	IN ...	290
	RIGHT	20	OUT ...	168
SOUTH	LEFT	37	SOUTHBOUND	
BOUND	THRU	121	IN ...	186
	RIGHT	0	OUT ...	335
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	19	WESTBOUND	
BOUND	THRU	0	IN ...	84
	RIGHT	65	OUT ...	57

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	241	271
	RIGHT	20	20
SOUTH	LEFT	37	38
BOUND	THRU	121	148
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	19	20
BOUND	THRU	0	0
	RIGHT	65	65

8. Mission Trail at Campbell Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	446	IN ...	712
	RIGHT	15	OUT ...	753
SOUTH	LEFT	33	SOUTHBOUND	
BOUND	THRU	479	IN ...	783
	RIGHT	23	OUT ...	713
EAST	LEFT	19	EASTBOUND	
BOUND	THRU	4	IN ...	43
	RIGHT	20	OUT ...	34
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	1	IN ...	14
	RIGHT	7	OUT ...	52

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	10	10
BOUND	THRU	446	686
	RIGHT	15	16
SOUTH	LEFT	33	34
BOUND	THRU	479	726
	RIGHT	23	23
EAST	LEFT	19	19
BOUND	THRU	4	4
	RIGHT	20	21
WEST	LEFT	6	6
BOUND	THRU	1	1
	RIGHT	7	7

9. Diamond Drive at Malaga Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	5	NORTHBOUND	
BOUND	THRU	153	IN ...	192
	RIGHT	27	OUT ...	210
SOUTH	LEFT	6	SOUTHBOUND	
BOUND	THRU	135	IN ...	174
	RIGHT	2	OUT ...	206
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	5	IN ...	89
	RIGHT	3	OUT ...	84
WEST	LEFT	63	WESTBOUND	
BOUND	THRU	5	IN ...	133
	RIGHT	16	OUT ...	89

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	5	21
BOUND	THRU	153	153
	RIGHT	27	29
SOUTH	LEFT	6	15
BOUND	THRU	135	140
	RIGHT	2	19
EAST	LEFT	4	32
BOUND	THRU	5	46
	RIGHT	3	12
WEST	LEFT	63	63
BOUND	THRU	5	43
	RIGHT	16	31

10. Mission Trail at Malaga Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	70	NORTHBOUND	
BOUND	THRU	355	IN ...	734
	RIGHT	70	OUT ...	853
SOUTH	LEFT	47	SOUTHBOUND	
BOUND	THRU	493	IN ...	801
	RIGHT	18	OUT ...	657
EAST	LEFT	15	EASTBOUND	
BOUND	THRU	12	IN ...	103
	RIGHT	25	OUT ...	183
WEST	LEFT	92	WESTBOUND	
BOUND	THRU	46	IN ...	185
	RIGHT	47	OUT ...	129

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	70	105
BOUND	THRU	355	568
	RIGHT	70	70
SOUTH	LEFT	47	48
BOUND	THRU	493	719
	RIGHT	18	30
EAST	LEFT	15	37
BOUND	THRU	12	17
	RIGHT	25	50
WEST	LEFT	92	92
BOUND	THRU	46	48
	RIGHT	47	53

11. Mission Trail at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	4	NORTHBOUND	
BOUND	THRU	434	IN ...	678
	RIGHT	82	OUT ...	685
SOUTH	LEFT	22	SOUTHBOUND	
BOUND	THRU	455	IN ...	706
	RIGHT	4	OUT ...	694
EAST	LEFT	5	EASTBOUND	
BOUND	THRU	3	IN ...	73
	RIGHT	6	OUT ...	80
WEST	LEFT	72	WESTBOUND	
BOUND	THRU	4	IN ...	114
	RIGHT	31	OUT ...	113

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	4	19
BOUND	THRU	434	610
	RIGHT	82	82
SOUTH	LEFT	22	36
BOUND	THRU	455	615
	RIGHT	4	40
EAST	LEFT	5	39
BOUND	THRU	3	13
	RIGHT	6	22
WEST	LEFT	72	72
BOUND	THRU	4	20
	RIGHT	31	45

12. Mission Trail at Victorian Lane

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	3	NORTHBOUND	
BOUND	THRU	530	IN ...	727
	RIGHT	1	OUT ...	721
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	537	IN ...	693
	RIGHT	3	OUT ...	691
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	1	IN ...	36
	RIGHT	1	OUT ...	47
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	1	IN ...	19
	RIGHT	2	OUT ...	16

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	3	24
BOUND	THRU	530	679
	RIGHT	1	2
SOUTH	LEFT	1	1
BOUND	THRU	537	699
	RIGHT	3	14
EAST	LEFT	1	9
BOUND	THRU	1	13
	RIGHT	1	15
WEST	LEFT	3	7
BOUND	THRU	1	9
	RIGHT	2	3

13. Mission Trail at Lemon Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	491	IN ...	751
	RIGHT	69	OUT ...	729
SOUTH	LEFT	41	SOUTHBOUND	
BOUND	THRU	495	IN ...	704
	RIGHT	0	OUT ...	715
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	57	WESTBOUND	
BOUND	THRU	0	IN ...	121
	RIGHT	43	OUT ...	130

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	491	665
	RIGHT	69	84
SOUTH	LEFT	41	46
BOUND	THRU	495	658
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	57	71
BOUND	THRU	0	0
	RIGHT	43	50

14. Mission Trail at Corydon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	177	NORTHBOUND	
BOUND	THRU	281	IN ...	630
	RIGHT	0	OUT ...	665
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	294	IN ...	719
	RIGHT	248	OUT ...	745
EAST	LEFT	273	EASTBOUND	
BOUND	THRU	0	IN ...	745
	RIGHT	209	OUT ...	686
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	177	300
BOUND	THRU	281	331
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	294	333
	RIGHT	248	386
EAST	LEFT	273	414
BOUND	THRU	0	0
	RIGHT	209	332
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	406	IN ...	613
	RIGHT	0	OUT ...	584
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	372	IN ...	649
	RIGHT	20	OUT ...	701
EAST	LEFT	32	EASTBOUND	
BOUND	THRU	0	IN ...	160
	RIGHT	10	OUT ...	139
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	6	32
BOUND	THRU	406	580
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	372	546
	RIGHT	20	107
EAST	LEFT	32	121
BOUND	THRU	0	0
	RIGHT	10	38
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Mission Trail at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	191	IN ...	309
	RIGHT	66	OUT ...	342
SOUTH	LEFT	237	SOUTHBOUND	
BOUND	THRU	221	IN ...	610
	RIGHT	0	OUT ...	586
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	77	WESTBOUND	
BOUND	THRU	0	IN ...	420
	RIGHT	234	OUT ...	411

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	191	242
	RIGHT	66	68
SOUTH	LEFT	237	343
BOUND	THRU	221	265
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	77	77
BOUND	THRU	0	0
	RIGHT	234	344

17. Orange Street at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	13	NORTHBOUND	
BOUND	THRU	49	IN ...	229
	RIGHT	162	OUT ...	184
SOUTH	LEFT	168	SOUTHBOUND	
BOUND	THRU	32	IN ...	213
	RIGHT	13	OUT ...	140
EAST	LEFT	33	EASTBOUND	
BOUND	THRU	326	IN ...	482
	RIGHT	15	OUT ...	481
WEST	LEFT	132	WESTBOUND	
BOUND	THRU	346	IN ...	649
	RIGHT	58	OUT ...	767

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	13	15
BOUND	THRU	49	49
	RIGHT	162	170
SOUTH	LEFT	168	170
BOUND	THRU	32	32
	RIGHT	13	14
EAST	LEFT	33	37
BOUND	THRU	326	427
	RIGHT	15	17
WEST	LEFT	132	138
BOUND	THRU	346	452
	RIGHT	58	59

18. I-15 SB Ramps at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	627
SOUTH	LEFT	202	SOUTHBOUND	
BOUND	THRU	3	IN ...	354
	RIGHT	126	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	353	IN ...	772
	RIGHT	308	OUT ...	683
WEST	LEFT	225	WESTBOUND	
BOUND	THRU	444	IN ...	773
	RIGHT	0	OUT ...	591

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	202	202
BOUND	THRU	3	3
	RIGHT	126	152
EAST	LEFT	0	0
BOUND	THRU	353	392
	RIGHT	308	380
WEST	LEFT	225	243
BOUND	THRU	444	531
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	227	NORTHBOUND	
BOUND	THRU	2	IN ...	578
	RIGHT	262	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	418
EAST	LEFT	142	EASTBOUND	
BOUND	THRU	409	IN ...	587
	RIGHT	0	OUT ...	762
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	431	IN ...	717
	RIGHT	254	OUT ...	702

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	227	296
BOUND	THRU	2	2
	RIGHT	262	279
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	142	164
BOUND	THRU	409	423
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	431	466
	RIGHT	254	254

20. Corydon Road at Palomar Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	4	NORTHBOUND	
BOUND	THRU	317	IN ...	355
	RIGHT	13	OUT ...	321
SOUTH	LEFT	18	SOUTHBOUND	
BOUND	THRU	285	IN ...	475
	RIGHT	86	OUT ...	514
EAST	LEFT	98	EASTBOUND	
BOUND	THRU	10	IN ...	136
	RIGHT	4	OUT ...	125
WEST	LEFT	12	WESTBOUND	
BOUND	THRU	12	IN ...	79
	RIGHT	14	OUT ...	85

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	4	4
BOUND	THRU	317	346
	RIGHT	13	17
SOUTH	LEFT	18	54
BOUND	THRU	285	303
	RIGHT	86	105
EAST	LEFT	98	123
BOUND	THRU	10	15
	RIGHT	4	4
WEST	LEFT	12	16
BOUND	THRU	12	18
	RIGHT	14	45

21. Mission Trail at Palomar Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	23	NORTHBOUND	
BOUND	THRU	178	IN ...	273
	RIGHT	0	OUT ...	317
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	212	IN ...	303
	RIGHT	57	OUT ...	293
EAST	LEFT	73	EASTBOUND	
BOUND	THRU	0	IN ...	153
	RIGHT	36	OUT ...	121
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	23	56
BOUND	THRU	178	216
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	212	241
	RIGHT	57	65
EAST	LEFT	73	77
BOUND	THRU	0	0
	RIGHT	36	76
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	5	NORTHBOUND	
BOUND	THRU	1	IN ...	7
	RIGHT	1	OUT ...	9
SOUTH	LEFT	11	SOUTHBOUND	
BOUND	THRU	1	IN ...	59
	RIGHT	6	OUT ...	61
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	416	IN ...	468
	RIGHT	5	OUT ...	549
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	498	IN ...	543
	RIGHT	15	OUT ...	457

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	5	5
BOUND	THRU	1	2
	RIGHT	1	1
SOUTH	LEFT	11	27
BOUND	THRU	1	3
	RIGHT	6	29
EAST	LEFT	3	16
BOUND	THRU	416	429
	RIGHT	5	5
WEST	LEFT	2	2
BOUND	THRU	498	516
	RIGHT	15	42

23. Corydon Road at Grand Avenue

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	6
	RIGHT	1	OUT ...	7
SOUTH	LEFT	23	SOUTHBOUND	
BOUND	THRU	2	IN ...	265
	RIGHT	220	OUT ...	251
EAST	LEFT	202	EASTBOUND	
BOUND	THRU	267	IN ...	488
	RIGHT	1	OUT ...	466
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	229	IN ...	257
	RIGHT	27	OUT ...	291

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	2
BOUND	THRU	1	2
	RIGHT	1	2
SOUTH	LEFT	23	24
BOUND	THRU	2	4
	RIGHT	220	237
EAST	LEFT	202	221
BOUND	THRU	267	267
	RIGHT	1	2
WEST	LEFT	1	2
BOUND	THRU	229	229
	RIGHT	27	28

25. Diamond Drive at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	69	IN ...	86
	RIGHT	11	OUT ...	68
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	55	IN ...	62
	RIGHT	0	OUT ...	78
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	10	WESTBOUND	
BOUND	THRU	0	IN ...	13
	RIGHT	3	OUT ...	13

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	69	75
	RIGHT	11	11
SOUTH	LEFT	2	2
BOUND	THRU	55	59
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	10	10
BOUND	THRU	0	0
	RIGHT	3	3

26. "A" Street at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	61
	RIGHT	1	OUT ...	70
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	13	IN ...	14
	RIGHT	1	OUT ...	13
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	12	IN ...	81
	RIGHT	0	OUT ...	73

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	2
BOUND	THRU	0	0
	RIGHT	1	61
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	13	13
	RIGHT	1	3
WEST	LEFT	1	67
BOUND	THRU	12	12
	RIGHT	0	0

27. "A" Street at Victorian Lane

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2	IN ...	32
	RIGHT	2	OUT ...	27
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	54
	RIGHT	0	OUT ...	64
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	0	IN ...	43
	RIGHT	1	OUT ...	36

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	2	26
	RIGHT	2	5
SOUTH	LEFT	1	31
BOUND	THRU	2	22
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	2	5
BOUND	THRU	0	0
	RIGHT	1	38

28. "A" Street at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	0	IN ...	26
	RIGHT	2	OUT ...	30
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	22	IN ...	147
	RIGHT	0	OUT ...	146
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	29	IN ...	143
	RIGHT	1	OUT ...	141

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1	9
BOUND	THRU	0	0
	RIGHT	2	17
EAST	LEFT	1	16
BOUND	THRU	22	132
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	29	129
	RIGHT	1	14

29. Lucerne Street at Sylvester Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	25	IN ...	462
	RIGHT	1	OUT ...	465
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	41	IN ...	440
	RIGHT	0	OUT ...	427
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	69
	RIGHT	1	OUT ...	81

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	25	399
	RIGHT	1	57
SOUTH	LEFT	1	24
BOUND	THRU	41	423
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	42
BOUND	THRU	0	0
	RIGHT	1	28

30. Stoneman Street at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	15	NORTHBOUND	
BOUND	THRU	0	IN ...	174
	RIGHT	104	OUT ...	178
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	6	IN ...	194
	RIGHT	26	OUT ...	173
WEST	LEFT	100	WESTBOUND	
BOUND	THRU	3	IN ...	216
	RIGHT	0	OUT ...	234

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	15	66
BOUND	THRU	0	0
	RIGHT	104	109
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	6	125
	RIGHT	26	69
WEST	LEFT	100	109
BOUND	THRU	3	107
	RIGHT	0	0

APPENDIX C-II

**EXISTING WITH ELSP PROJECT BUILDOUT
ROADWAY SEGMENT VOLUMES**

1. Grape Street, east of Railroad Canyon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	19711	IN ...	20406
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20406
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	19,711	20,406
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

2. Railroad Canyon Road, between Summerhill Dr/Grape St & Lakeshore Dr/Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	22916	IN ...	32190
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	32190
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	22,916	32,190
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

3. Lucerne Street, south of Lakeshore Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	498	IN ...	8,967
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	8,967
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	498	8,967
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Casino Drive, east of Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5813	IN ...	5,814
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,814
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,813	5,814
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

5. Diamond Drive, between Lakeshore Dr/Mission Trail & Campbell Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5866	IN ...	6,716
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,716
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,866	6,716
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

6. Diamond Drive, between Campbell Street & Malaga Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4215	IN ...	5,131
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,131
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	4,215	5,131
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

7. Mission Trail, between Diamond Drive & Campbell Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14270	IN ...	19,240
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	19,240
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,270	19,240
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

8. Mission Trail, between Campbell Street & Malaga Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11873	IN ...	16,743
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16,743
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,873	16,743
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

9. Malaga Road, between Diamond Drive & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1162	IN ...	2003
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2003
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,162	2,003
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

10. Malaga Road, east of Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2740	IN ...	2740
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2740
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,740	2,740
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

11. Diamond Drive, north of Summerly Place

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1813	IN ...	2,007
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2,007
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,813	2,007
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

12. Mission Trail, between Malaga Road & Olive Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12202	IN ...	17,201
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,201
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,202	17,201
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

13. Olive Street, between Mission Trail & Grape Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2087	IN ...	2,248
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2,248
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,087	2,248
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

14. Mission Trail, between Olive Street & Victorian Lane

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13612	IN ...	17,068
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,068
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,612	17,068
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Mission Trail, between Victorian Lane & Lemon Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13845	IN ...	17,891
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,891
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,845	17,891
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Lemon Street, between Mission Trail & Grape Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3099	IN ...	3,497
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,497
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,099	3,497
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

17. Corydon Road, between Mission Trail & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13457	IN ...	19795
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	19795
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,457	19,795
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

18. Cereal Street, west of Corydon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	458	IN ...	3389
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3389
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	458	3,389
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

19. Mission Trail, between Corydon Road & Bundy Canyon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12804	IN ...	17,102
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,102
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,804	17,102
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

20. Bundy Canyon Road, between Mission Trail & I-15 SB Ramps

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	8965	IN ...	11,968
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	11,968
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	8,965	11,968
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

21. Corydon Road, between Cereal Street & Palomar Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11605	IN ...	16,075
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16,075
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,605	16,075
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Mission Trail, between Bundy Canyon Road & Palomar Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	7627	IN ...	8,749
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	8,749
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	7,627	8,749
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

23. Palomar Street, between Corydon Road & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2287	IN ...	3,220
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,220
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,287	3,220
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

24. Stoneman Street, north of Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1419	IN ...	2,536
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2,536
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,419	2,536
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Skylark Drive, north of Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	274	IN ...	474
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	474
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	274	474
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

26. Corydon Road, between Palomar Street & Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	9113	IN ...	9559
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	9559
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	9,113	9,559
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

27. Sylvester Street, between Lucerne Street & Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	32	IN ...	1,635
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1,635
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	32	1,635
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

28. Lucerne Street, between Sylvester Street & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	550	IN ...	9,814
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	9,814
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	550	9,814
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

29. Cereal Street, between Lucerne Street & Stoneman Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	550	IN ...	4,399
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	4,399
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	550	4,399
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

30. Cereal Street, between Stoneman Street & Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2330	IN ...	5,316
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,316
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,330	5,316
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

31. Diamond Drive, between Olive Street & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1662	IN ...	1662
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1662
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,662	1,662
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

1. Grape Street, east of Railroad Canyon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	23424	IN ...	24173
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	24173
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	23,424	24,173
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

2. Railroad Canyon Road, between Summerhill Dr/Grape St & Lakeshore Dr/Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	23190	IN ...	33186
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	33186
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	23,190	33,186
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

3. Lucerne Street, south of Lakeshore Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	442	IN ...	9,571
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	9,571
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	442	9,571
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Casino Drive, east of Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5422	IN ...	5,423
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,423
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,422	5,423
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

5. Diamond Drive, between Lakeshore Dr/Mission Trail & Campbell Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5603	IN ...	6,519
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,519
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,603	6,519
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

6. Diamond Drive, between Campbell Street & Malaga Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4306	IN ...	5,293
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,293
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	4,306	5,293
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

7. Mission Trail, between Diamond Drive & Campbell Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12418	IN ...	17,775
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,775
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,418	17,775
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

8. Mission Trail, between Campbell Street & Malaga Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12301	IN ...	17,550
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,550
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,301	17,550
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

9. Malaga Road, between Diamond Drive & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1183	IN ...	2089
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2089
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,183	2,089
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

10. Malaga Road, east of Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2934	IN ...	2934
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2934
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,934	2,934
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

11. Diamond Drive, north of Summerly Place

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1639	IN ...	1,848
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1,848
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,639	1,848
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

12. Mission Trail, between Malaga Road & Olive Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11796	IN ...	17,184
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,184
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,796	17,184
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

13. Olive Street, between Mission Trail & Grape Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2017	IN ...	2,191
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2,191
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,017	2,191
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

14. Mission Trail, between Olive Street & Victorian Lane

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12891	IN ...	16,616
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16,616
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,891	16,616
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Mission Trail, between Victorian Lane & Lemon Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13106	IN ...	17,467
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,467
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,106	17,467
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Lemon Street, between Mission Trail & Grape Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2864	IN ...	3,293
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,293
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,864	3,293
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

17. Corydon Road, between Mission Trail & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12395	IN ...	19227
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	19227
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,395	19,227
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

18. Cereal Street, west of Corydon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	731	IN ...	3890
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3890
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	731	3,890
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

19. Mission Trail, between Corydon Road & Bundy Canyon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11299	IN ...	15,932
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	15,932
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,299	15,932
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

20. Bundy Canyon Road, between Mission Trail & I-15 SB Ramps

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	8347	IN ...	11,584
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	11,584
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	8,347	11,584
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

21. Corydon Road, between Cereal Street & Palomar Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	10753	IN ...	15,571
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	15,571
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	10,753	15,571
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Mission Trail, between Bundy Canyon Road & Palomar Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	6538	IN ...	7,747
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7,747
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	6,538	7,747
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

23. Palomar Street, between Corydon Road & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1948	IN ...	2,954
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2,954
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,948	2,954
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

24. Stoneman Street, north of Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1352	IN ...	2,556
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2,556
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,352	2,556
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Skylark Drive, north of Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	295	IN ...	511
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	511
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	295	511
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

26. Corydon Road, between Palomar Street & Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	8459	IN ...	8940
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	8940
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	8,459	8,940
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

27. Sylvester Street, between Lucerne Street & Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	31	IN ...	1,759
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1,759
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	31	1,759
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

28. Lucerne Street, between Sylvester Street & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	521	IN ...	10,506
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10,506
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	521	10,506
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

29. Cereal Street, between Lucerne Street & Stoneman Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	521	IN ...	4,670
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	4,670
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	521	4,670
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

30. Cereal Street, between Stoneman Street & Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2207	IN ...	5,426
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,426
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,207	5,426
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

31. Diamond Drive, between Olive Street & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1574	IN ...	1574
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1574
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,574	1,574
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

APPENDIX C-III

**YEAR 2022 WITHOUT ELSP PROJECT PHASE I
INTERSECTION VOLUMES**

1. Railroad Canyon Road at Summerhill Lane/Grape Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	130	NORTHBOUND	
BOUND	THRU	553	IN ...	1129
	RIGHT	267	OUT ...	1846
SOUTH	LEFT	500	SOUTHBOUND	
BOUND	THRU	1132	IN ...	2152
	RIGHT	349	OUT ...	1194
EAST	LEFT	172	EASTBOUND	
BOUND	THRU	211	IN ...	660
	RIGHT	143	OUT ...	863
WEST	LEFT	330	WESTBOUND	
BOUND	THRU	274	IN ...	1034
	RIGHT	348	OUT ...	1071

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	130	170
BOUND	THRU	553	642
	RIGHT	267	316
SOUTH	LEFT	500	500
BOUND	THRU	1,132	1,272
	RIGHT	349	384
EAST	LEFT	172	206
BOUND	THRU	211	257
	RIGHT	143	197
WEST	LEFT	330	385
BOUND	THRU	274	308
	RIGHT	348	348

3. Diamond Drive at I-15 SB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	179	IN ...	431
	RIGHT	62	OUT ...	862
SOUTH	LEFT	778	SOUTHBOUND	
BOUND	THRU	443	IN ...	1,462
	RIGHT	0	OUT ...	906
EAST	LEFT	548	EASTBOUND	
BOUND	THRU	2	IN ...	788
	RIGHT	211	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	913

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	179	342
	RIGHT	62	90
SOUTH	LEFT	778	822
BOUND	THRU	443	646
	RIGHT	0	0
EAST	LEFT	548	564
BOUND	THRU	2	2
	RIGHT	211	230
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	120	NORTHBOUND	
BOUND	THRU	103	IN ...	466
	RIGHT	12	OUT ...	532
SOUTH	LEFT	70	SOUTHBOUND	
BOUND	THRU	179	IN ...	831
	RIGHT	374	OUT ...	437
EAST	LEFT	133	EASTBOUND	
BOUND	THRU	174	IN ...	536
	RIGHT	92	OUT ...	761
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	138	IN ...	184
	RIGHT	11	OUT ...	286

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	120	205
BOUND	THRU	103	239
	RIGHT	12	22
SOUTH	LEFT	70	79
BOUND	THRU	179	367
	RIGHT	374	398
EAST	LEFT	133	181
BOUND	THRU	174	185
	RIGHT	92	170
WEST	LEFT	4	9
BOUND	THRU	138	158
	RIGHT	11	17

5. Lucerne Street at Lakeshore Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	244	IN ...	306
	RIGHT	1	OUT ...	267
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	127	IN ...	267
	RIGHT	0	OUT ...	306

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	244	305
	RIGHT	1	1
WEST	LEFT	1	1
BOUND	THRU	127	266
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	18	NORTHBOUND	
BOUND	THRU	64	IN ...	198
	RIGHT	44	OUT ...	231
SOUTH	LEFT	230	SOUTHBOUND	
BOUND	THRU	46	IN ...	701
	RIGHT	168	OUT ...	590
EAST	LEFT	125	EASTBOUND	
BOUND	THRU	183	IN ...	403
	RIGHT	15	OUT ...	486
WEST	LEFT	77	WESTBOUND	
BOUND	THRU	155	IN ...	560
	RIGHT	170	OUT ...	555

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	18	25
BOUND	THRU	64	121
	RIGHT	44	51
SOUTH	LEFT	230	323
BOUND	THRU	46	111
	RIGHT	168	281
EAST	LEFT	125	200
BOUND	THRU	183	183
	RIGHT	15	22
WEST	LEFT	77	114
BOUND	THRU	155	180
	RIGHT	170	268

7. Diamond Drive at Campbell Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	84	IN ...	162
	RIGHT	6	OUT ...	184
SOUTH	LEFT	25	SOUTHBOUND	
BOUND	THRU	89	IN ...	207
	RIGHT	0	OUT ...	185
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	0	IN ...	31
	RIGHT	29	OUT ...	31

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	84	156
	RIGHT	6	6
SOUTH	LEFT	25	25
BOUND	THRU	89	182
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	2	2
BOUND	THRU	0	0
	RIGHT	29	29

8. Mission Trail at Campbell Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	396	IN ...	570
	RIGHT	6	OUT ...	484
SOUTH	LEFT	16	SOUTHBOUND	
BOUND	THRU	382	IN ...	504
	RIGHT	8	OUT ...	565
EAST	LEFT	7	EASTBOUND	
BOUND	THRU	1	IN ...	9
	RIGHT	1	OUT ...	19
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	1	IN ...	8
	RIGHT	4	OUT ...	23

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	10	11
BOUND	THRU	396	556
	RIGHT	6	6
SOUTH	LEFT	16	16
BOUND	THRU	382	480
	RIGHT	8	8
EAST	LEFT	7	7
BOUND	THRU	1	1
	RIGHT	1	1
WEST	LEFT	3	3
BOUND	THRU	1	1
	RIGHT	4	4

9. Diamond Drive at Malaga Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	123	IN ...	159
	RIGHT	10	OUT ...	81
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	59	IN ...	88
	RIGHT	4	OUT ...	175
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	1	IN ...	15
	RIGHT	1	OUT ...	34
WEST	LEFT	20	WESTBOUND	
BOUND	THRU	9	IN ...	45
	RIGHT	11	OUT ...	18

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	2	3
BOUND	THRU	123	147
	RIGHT	10	12
SOUTH	LEFT	1	3
BOUND	THRU	59	68
	RIGHT	4	15
EAST	LEFT	4	11
BOUND	THRU	1	3
	RIGHT	1	1
WEST	LEFT	20	20
BOUND	THRU	9	17
	RIGHT	11	16

10. Mission Trail at Malaga Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	26	NORTHBOUND	
BOUND	THRU	410	IN ...	660
	RIGHT	56	OUT ...	465
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	290	IN ...	415
	RIGHT	7	OUT ...	590
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	1	IN ...	21
	RIGHT	11	OUT ...	42
WEST	LEFT	53	WESTBOUND	
BOUND	THRU	4	IN ...	65
	RIGHT	8	OUT ...	64

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	26	30
BOUND	THRU	410	579
	RIGHT	56	56
SOUTH	LEFT	7	7
BOUND	THRU	290	397
	RIGHT	7	9
EAST	LEFT	3	5
BOUND	THRU	1	1
	RIGHT	11	15
WEST	LEFT	53	53
BOUND	THRU	4	4
	RIGHT	8	9

11. Mission Trail at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	497	IN ...	780
	RIGHT	117	OUT ...	646
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	435	IN ...	543
	RIGHT	1	OUT ...	684
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	5
	RIGHT	2	OUT ...	3
WEST	LEFT	111	WESTBOUND	
BOUND	THRU	1	IN ...	143
	RIGHT	17	OUT ...	138

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	497	661
	RIGHT	117	128
SOUTH	LEFT	7	9
BOUND	THRU	435	526
	RIGHT	1	1
EAST	LEFT	2	2
BOUND	THRU	1	1
	RIGHT	2	2
WEST	LEFT	111	118
BOUND	THRU	1	1
	RIGHT	17	23

12. Mission Trail at Victorian Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	626	IN ...	802
	RIGHT	4	OUT ...	651
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	550	IN ...	650
	RIGHT	1	OUT ...	794
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	5
	RIGHT	2	OUT ...	3
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	1	IN ...	12
	RIGHT	1	OUT ...	20

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	626	793
	RIGHT	4	14
SOUTH	LEFT	1	4
BOUND	THRU	550	641
	RIGHT	1	1
EAST	LEFT	2	2
BOUND	THRU	1	2
	RIGHT	2	2
WEST	LEFT	6	9
BOUND	THRU	1	1
	RIGHT	1	2

13. Mission Trail at Lemon Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	616	IN ...	876
	RIGHT	81	OUT ...	619
SOUTH	LEFT	49	SOUTHBOUND	
BOUND	THRU	492	IN ...	634
	RIGHT	0	OUT ...	811
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	27	WESTBOUND	
BOUND	THRU	0	IN ...	86
	RIGHT	24	OUT ...	166

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	616	772
	RIGHT	81	106
SOUTH	LEFT	49	60
BOUND	THRU	492	574
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	27	45
BOUND	THRU	0	0
	RIGHT	24	41

14. Mission Trail at Corydon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	182	NORTHBOUND	
BOUND	THRU	319	IN ...	630
	RIGHT	0	OUT ...	542
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	293	IN ...	623
	RIGHT	230	OUT ...	861
EAST	LEFT	363	EASTBOUND	
BOUND	THRU	0	IN ...	591
	RIGHT	175	OUT ...	442
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	182	188
BOUND	THRU	319	444
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	293	369
	RIGHT	230	254
EAST	LEFT	363	419
BOUND	THRU	0	0
	RIGHT	175	175
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	526	IN ...	834
	RIGHT	193	OUT ...	592
SOUTH	LEFT	22	SOUTHBOUND	
BOUND	THRU	359	IN ...	422
	RIGHT	11	OUT ...	604
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	9	IN ...	16
	RIGHT	2	OUT ...	47
WEST	LEFT	185	WESTBOUND	
BOUND	THRU	2	IN ...	247
	RIGHT	22	OUT ...	275

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	4
BOUND	THRU	526	579
	RIGHT	193	243
SOUTH	LEFT	22	22
BOUND	THRU	359	369
	RIGHT	11	35
EAST	LEFT	3	3
BOUND	THRU	9	10
	RIGHT	2	2
WEST	LEFT	185	220
BOUND	THRU	2	7
	RIGHT	22	22

16. Mission Trail at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	50	NORTHBOUND	
BOUND	THRU	232	IN ...	448
	RIGHT	90	OUT ...	345
SOUTH	LEFT	154	SOUTHBOUND	
BOUND	THRU	161	IN ...	421
	RIGHT	24	OUT ...	587
EAST	LEFT	31	EASTBOUND	
BOUND	THRU	117	IN ...	258
	RIGHT	56	OUT ...	221
WEST	LEFT	88	WESTBOUND	
BOUND	THRU	107	IN ...	490
	RIGHT	196	OUT ...	463

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	50	57
BOUND	THRU	232	286
	RIGHT	90	106
SOUTH	LEFT	154	205
BOUND	THRU	161	185
	RIGHT	24	31
EAST	LEFT	31	42
BOUND	THRU	117	153
	RIGHT	56	63
WEST	LEFT	88	97
BOUND	THRU	107	133
	RIGHT	196	261

17. Orange Street at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	61	IN ...	420
	RIGHT	328	OUT ...	352
SOUTH	LEFT	263	SOUTHBOUND	
BOUND	THRU	39	IN ...	306
	RIGHT	10	OUT ...	205
EAST	LEFT	25	EASTBOUND	
BOUND	THRU	456	IN ...	593
	RIGHT	14	OUT ...	569
WEST	LEFT	278	WESTBOUND	
BOUND	THRU	459	IN ...	954
	RIGHT	112	OUT ...	1146

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	10	12
BOUND	THRU	61	62
	RIGHT	328	345
SOUTH	LEFT	263	263
BOUND	THRU	39	39
	RIGHT	10	11
EAST	LEFT	25	29
BOUND	THRU	456	545
	RIGHT	14	17
WEST	LEFT	278	296
BOUND	THRU	459	547
	RIGHT	112	114

18. I-15 SB Ramps at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1050
SOUTH	LEFT	154	SOUTHBOUND	
BOUND	THRU	1	IN ...	467
	RIGHT	278	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	464	IN ...	1157
	RIGHT	594	OUT ...	989
WEST	LEFT	433	WESTBOUND	
BOUND	THRU	606	IN ...	1141
	RIGHT	0	OUT ...	725

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	154	172
BOUND	THRU	1	1
	RIGHT	278	294
EAST	LEFT	0	0
BOUND	THRU	464	553
	RIGHT	594	603
WEST	LEFT	433	446
BOUND	THRU	606	696
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	338	NORTHBOUND	
BOUND	THRU	2	IN ...	514
	RIGHT	150	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	550
EAST	LEFT	246	EASTBOUND	
BOUND	THRU	374	IN ...	727
	RIGHT	0	OUT ...	1,132
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	692	IN ...	1,073
	RIGHT	307	OUT ...	633

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	338	352
BOUND	THRU	2	2
	RIGHT	150	161
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	246	255
BOUND	THRU	374	472
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	692	781
	RIGHT	307	307

20. Corydon Road at Palomar Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	25	NORTHBOUND	
BOUND	THRU	569	IN ...	837
	RIGHT	40	OUT ...	596
SOUTH	LEFT	9	SOUTHBOUND	
BOUND	THRU	396	IN ...	554
	RIGHT	120	OUT ...	842
EAST	LEFT	143	EASTBOUND	
BOUND	THRU	57	IN ...	235
	RIGHT	16	OUT ...	198
WEST	LEFT	48	WESTBOUND	
BOUND	THRU	61	IN ...	237
	RIGHT	29	OUT ...	227

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	25	30
BOUND	THRU	569	690
	RIGHT	40	111
SOUTH	LEFT	9	14
BOUND	THRU	396	462
	RIGHT	120	120
EAST	LEFT	143	143
BOUND	THRU	57	102
	RIGHT	16	21
WEST	LEFT	48	113
BOUND	THRU	61	85
	RIGHT	29	41

21. Mission Trail at Palomar Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	33	NORTHBOUND	
BOUND	THRU	213	IN ...	443
	RIGHT	0	OUT ...	504
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	271	IN ...	428
	RIGHT	117	OUT ...	460
EAST	LEFT	161	EASTBOUND	
BOUND	THRU	0	IN ...	349
	RIGHT	69	OUT ...	257
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	33	134
BOUND	THRU	213	309
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	271	307
	RIGHT	117	123
EAST	LEFT	161	161
BOUND	THRU	0	0
	RIGHT	69	197
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	22	NORTHBOUND	
BOUND	THRU	0	IN ...	193
	RIGHT	10	OUT ...	65
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	0	IN ...	-3
	RIGHT	6	OUT ...	-13
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	592	IN ...	742
	RIGHT	17	OUT ...	830
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	639	IN ...	757
	RIGHT	2	OUT ...	808

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	22	104
BOUND	THRU	0	0
	RIGHT	10	88
SOUTH	LEFT	3	3
BOUND	THRU	0	0
	RIGHT	6	6
EAST	LEFT	1	1
BOUND	THRU	592	721
	RIGHT	17	46
WEST	LEFT	4	19
BOUND	THRU	639	727
	RIGHT	2	2

23. Corydon Road at Grand Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	11
	RIGHT	1	OUT ...	12
SOUTH	LEFT	65	SOUTHBOUND	
BOUND	THRU	1	IN ...	521
	RIGHT	319	OUT ...	679
EAST	LEFT	396	EASTBOUND	
BOUND	THRU	381	IN ...	979
	RIGHT	1	OUT ...	674
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	234	IN ...	303
	RIGHT	79	OUT ...	450

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	4
BOUND	THRU	1	4
	RIGHT	1	3
SOUTH	LEFT	65	67
BOUND	THRU	1	5
	RIGHT	319	451
EAST	LEFT	396	594
BOUND	THRU	381	381
	RIGHT	1	4
WEST	LEFT	1	3
BOUND	THRU	234	234
	RIGHT	79	81

24. Grape Street at I-15 NB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	107	NORTHBOUND	
BOUND	THRU	353	IN ...	512
	RIGHT	0	OUT ...	211
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	102	IN ...	756
	RIGHT	551	OUT ...	865
EAST	LEFT	421	EASTBOUND	
BOUND	THRU	0	IN ...	559
	RIGHT	78	OUT ...	751
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	107	117
BOUND	THRU	353	395
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	102	122
	RIGHT	551	634
EAST	LEFT	421	476
BOUND	THRU	0	0
	RIGHT	78	89
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	18	IN ...	42
	RIGHT	1	OUT ...	20
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	20	IN ...	20
	RIGHT	0	OUT ...	42
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	18	41
	RIGHT	1	1
SOUTH	LEFT	1	1
BOUND	THRU	20	20
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1

26. "A" Street at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	1	OUT ...	3
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	0	OUT ...	3

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	2	2
	RIGHT	1	1
WEST	LEFT	1	1
BOUND	THRU	2	2
	RIGHT	0	0

27. "A" Street at Victorian Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	1	OUT ...	3
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	0	OUT ...	3
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	2	2
	RIGHT	1	1
SOUTH	LEFT	1	1
BOUND	THRU	2	2
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1

28. "A" Street at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	20	IN ...	23
	RIGHT	0	OUT ...	52
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	18	IN ...	52
	RIGHT	1	OUT ...	23

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1
EAST	LEFT	1	1
BOUND	THRU	20	22
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	18	51
	RIGHT	1	1

1. Railroad Canyon Road at Summerhill Lane/Grape Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	158	NORTHBOUND	
BOUND	THRU	908	IN ...	1722
	RIGHT	374	OUT ...	1094
SOUTH	LEFT	362	SOUTHBOUND	
BOUND	THRU	465	IN ...	1138
	RIGHT	116	OUT ...	2091
EAST	LEFT	323	EASTBOUND	
BOUND	THRU	428	IN ...	1094
	RIGHT	164	OUT ...	768
WEST	LEFT	249	WESTBOUND	
BOUND	THRU	337	IN ...	1297
	RIGHT	637	OUT ...	1298

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	158	223
BOUND	THRU	908	1,085
	RIGHT	374	444
SOUTH	LEFT	362	389
BOUND	THRU	465	612
	RIGHT	116	155
EAST	LEFT	323	386
BOUND	THRU	428	486
	RIGHT	164	226
WEST	LEFT	249	332
BOUND	THRU	337	392
	RIGHT	637	637

3. Diamond Drive at I-15 SB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	284	IN ...	707
	RIGHT	113	OUT ...	858
SOUTH	LEFT	494	SOUTHBOUND	
BOUND	THRU	447	IN ...	1,157
	RIGHT	0	OUT ...	1,428
EAST	LEFT	862	EASTBOUND	
BOUND	THRU	0	IN ...	1,071
	RIGHT	194	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	650

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	284	585
	RIGHT	113	153
SOUTH	LEFT	494	497
BOUND	THRU	447	735
	RIGHT	0	0
EAST	LEFT	862	873
BOUND	THRU	0	0
	RIGHT	194	253
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	107	NORTHBOUND	
BOUND	THRU	179	IN ...	633
	RIGHT	17	OUT ...	723
SOUTH	LEFT	106	SOUTHBOUND	
BOUND	THRU	302	IN ...	853
	RIGHT	228	OUT ...	684
EAST	LEFT	142	EASTBOUND	
BOUND	THRU	218	IN ...	673
	RIGHT	145	OUT ...	666
WEST	LEFT	35	WESTBOUND	
BOUND	THRU	156	IN ...	317
	RIGHT	53	OUT ...	402

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	107	201
BOUND	THRU	179	432
	RIGHT	17	30
SOUTH	LEFT	106	122
BOUND	THRU	302	584
	RIGHT	228	277
EAST	LEFT	142	206
BOUND	THRU	218	250
	RIGHT	145	217
WEST	LEFT	35	52
BOUND	THRU	156	188
	RIGHT	53	76

5. Lucerne Street at Lakeshore Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	259	IN ...	449
	RIGHT	1	OUT ...	386
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	283	IN ...	386
	RIGHT	0	OUT ...	449

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	259	452
	RIGHT	1	1
WEST	LEFT	1	1
BOUND	THRU	283	387
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	48	NORTHBOUND	
BOUND	THRU	107	IN ...	384
	RIGHT	69	OUT ...	236
SOUTH	LEFT	375	SOUTHBOUND	
BOUND	THRU	62	IN ...	850
	RIGHT	172	OUT ...	790
EAST	LEFT	163	EASTBOUND	
BOUND	THRU	215	IN ...	579
	RIGHT	9	OUT ...	578
WEST	LEFT	76	WESTBOUND	
BOUND	THRU	242	IN ...	631
	RIGHT	190	OUT ...	840

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	48	73
BOUND	THRU	107	218
	RIGHT	69	93
SOUTH	LEFT	375	485
BOUND	THRU	62	246
	RIGHT	172	249
EAST	LEFT	163	301
BOUND	THRU	215	262
	RIGHT	9	20
WEST	LEFT	76	114
BOUND	THRU	242	258
	RIGHT	190	301

7. Diamond Drive at Campbell Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	118	IN ...	297
	RIGHT	19	OUT ...	180
SOUTH	LEFT	37	SOUTHBOUND	
BOUND	THRU	85	IN ...	211
	RIGHT	0	OUT ...	338
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	0	IN ...	66
	RIGHT	60	OUT ...	56

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	118	278
	RIGHT	19	21
SOUTH	LEFT	37	37
BOUND	THRU	85	288
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	6	8
BOUND	THRU	0	0
	RIGHT	60	60

8. Mission Trail at Campbell Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	374	IN ...	511
	RIGHT	8	OUT ...	756
SOUTH	LEFT	33	SOUTHBOUND	
BOUND	THRU	555	IN ...	794
	RIGHT	25	OUT ...	526
EAST	LEFT	20	EASTBOUND	
BOUND	THRU	4	IN ...	40
	RIGHT	16	OUT ...	32
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	1	IN ...	14
	RIGHT	9	OUT ...	45

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	6	8
BOUND	THRU	374	539
	RIGHT	8	8
SOUTH	LEFT	33	34
BOUND	THRU	555	735
	RIGHT	25	25
EAST	LEFT	20	20
BOUND	THRU	4	4
	RIGHT	16	17
WEST	LEFT	4	4
BOUND	THRU	1	1
	RIGHT	9	9

9. Diamond Drive at Malaga Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	58	IN ...	84
	RIGHT	19	OUT ...	192
SOUTH	LEFT	22	SOUTHBOUND	
BOUND	THRU	116	IN ...	236
	RIGHT	24	OUT ...	133
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	11	IN ...	42
	RIGHT	1	OUT ...	53
WEST	LEFT	27	WESTBOUND	
BOUND	THRU	8	IN ...	76
	RIGHT	26	OUT ...	61

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	58	79
	RIGHT	19	19
SOUTH	LEFT	22	81
BOUND	THRU	116	168
	RIGHT	24	44
EAST	LEFT	1	9
BOUND	THRU	11	30
	RIGHT	1	4
WEST	LEFT	27	27
BOUND	THRU	8	8
	RIGHT	26	52

10. Mission Trail at Malaga Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	68	NORTHBOUND	
BOUND	THRU	387	IN ...	670
	RIGHT	65	OUT ...	862
SOUTH	LEFT	26	SOUTHBOUND	
BOUND	THRU	542	IN ...	782
	RIGHT	10	OUT ...	553
EAST	LEFT	5	EASTBOUND	
BOUND	THRU	2	IN ...	35
	RIGHT	19	OUT ...	105
WEST	LEFT	88	WESTBOUND	
BOUND	THRU	12	IN ...	125
	RIGHT	24	OUT ...	93

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	68	86
BOUND	THRU	387	533
	RIGHT	65	65
SOUTH	LEFT	26	26
BOUND	THRU	542	746
	RIGHT	10	12
EAST	LEFT	5	40
BOUND	THRU	2	2
	RIGHT	19	53
WEST	LEFT	88	90
BOUND	THRU	12	12
	RIGHT	24	24

11. Mission Trail at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	507	IN ...	795
	RIGHT	141	OUT ...	980
SOUTH	LEFT	34	SOUTHBOUND	
BOUND	THRU	652	IN ...	897
	RIGHT	1	OUT ...	688
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	5
	RIGHT	2	OUT ...	3
WEST	LEFT	127	WESTBOUND	
BOUND	THRU	1	IN ...	177
	RIGHT	31	OUT ...	203

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	507	660
	RIGHT	141	155
SOUTH	LEFT	34	47
BOUND	THRU	652	870
	RIGHT	1	1
EAST	LEFT	2	2
BOUND	THRU	1	1
	RIGHT	2	2
WEST	LEFT	127	135
BOUND	THRU	1	1
	RIGHT	31	41

12. Mission Trail at Victorian Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	646	IN ...	792
	RIGHT	1	OUT ...	973
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	770	IN ...	972
	RIGHT	1	OUT ...	795
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	5
	RIGHT	2	OUT ...	4
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	1	IN ...	12
	RIGHT	1	OUT ...	10

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	646	804
	RIGHT	1	3
SOUTH	LEFT	2	6
BOUND	THRU	770	994
	RIGHT	1	1
EAST	LEFT	2	2
BOUND	THRU	1	2
	RIGHT	2	2
WEST	LEFT	1	5
BOUND	THRU	1	3
	RIGHT	1	5

13. Mission Trail at Lemon Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	622	IN ...	830
	RIGHT	52	OUT ...	939
SOUTH	LEFT	53	SOUTHBOUND	
BOUND	THRU	708	IN ...	961
	RIGHT	0	OUT ...	796
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	22	WESTBOUND	
BOUND	THRU	0	IN ...	92
	RIGHT	30	OUT ...	148

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	622	762
	RIGHT	52	77
SOUTH	LEFT	53	71
BOUND	THRU	708	923
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	22	43
BOUND	THRU	0	0
	RIGHT	30	49

14. Mission Trail at Corydon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	169	NORTHBOUND	
BOUND	THRU	344	IN ...	633
	RIGHT	0	OUT ...	690
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	344	IN ...	930
	RIGHT	377	OUT ...	816
EAST	LEFT	316	EASTBOUND	
BOUND	THRU	0	IN ...	552
	RIGHT	195	OUT ...	609
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	169	170
BOUND	THRU	344	475
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	344	517
	RIGHT	377	440
EAST	LEFT	316	356
BOUND	THRU	0	0
	RIGHT	195	199
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	440	IN ...	770
	RIGHT	251	OUT ...	849
SOUTH	LEFT	29	SOUTHBOUND	
BOUND	THRU	541	IN ...	639
	RIGHT	6	OUT ...	514
EAST	LEFT	15	EASTBOUND	
BOUND	THRU	18	IN ...	93
	RIGHT	2	OUT ...	33
WEST	LEFT	178	WESTBOUND	
BOUND	THRU	15	IN ...	267
	RIGHT	18	OUT ...	374

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	2
BOUND	THRU	440	464
	RIGHT	251	298
SOUTH	LEFT	29	29
BOUND	THRU	541	613
	RIGHT	6	8
EAST	LEFT	15	36
BOUND	THRU	18	49
	RIGHT	2	7
WEST	LEFT	178	230
BOUND	THRU	15	23
	RIGHT	18	18

16. Mission Trail at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	53	NORTHBOUND	
BOUND	THRU	145	IN ...	364
	RIGHT	104	OUT ...	436
SOUTH	LEFT	215	SOUTHBOUND	
BOUND	THRU	152	IN ...	542
	RIGHT	26	OUT ...	506
EAST	LEFT	35	EASTBOUND	
BOUND	THRU	155	IN ...	347
	RIGHT	76	OUT ...	235
WEST	LEFT	137	WESTBOUND	
BOUND	THRU	96	IN ...	558
	RIGHT	198	OUT ...	633

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	53	65
BOUND	THRU	145	185
	RIGHT	104	118
SOUTH	LEFT	215	332
BOUND	THRU	152	195
	RIGHT	26	40
EAST	LEFT	35	51
BOUND	THRU	155	206
	RIGHT	76	90
WEST	LEFT	137	153
BOUND	THRU	96	130
	RIGHT	198	282

17. Orange Street at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	18	NORTHBOUND	
BOUND	THRU	63	IN ...	328
	RIGHT	199	OUT ...	284
SOUTH	LEFT	193	SOUTHBOUND	
BOUND	THRU	42	IN ...	258
	RIGHT	14	OUT ...	307
EAST	LEFT	29	EASTBOUND	
BOUND	THRU	488	IN ...	697
	RIGHT	20	OUT ...	590
WEST	LEFT	201	WESTBOUND	
BOUND	THRU	436	IN ...	976
	RIGHT	221	OUT ...	1079

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	18	24
BOUND	THRU	63	64
	RIGHT	199	240
SOUTH	LEFT	193	200
BOUND	THRU	42	42
	RIGHT	14	16
EAST	LEFT	29	32
BOUND	THRU	488	664
	RIGHT	20	25
WEST	LEFT	201	217
BOUND	THRU	436	557
	RIGHT	221	221

18. I-15 SB Ramps at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	732
SOUTH	LEFT	311	SOUTHBOUND	
BOUND	THRU	2	IN ...	593
	RIGHT	276	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	498	IN ...	1108
	RIGHT	411	OUT ...	1041
WEST	LEFT	231	WESTBOUND	
BOUND	THRU	647	IN ...	1016
	RIGHT	0	OUT ...	945

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	311	314
BOUND	THRU	2	2
	RIGHT	276	277
EAST	LEFT	0	0
BOUND	THRU	498	634
	RIGHT	411	499
WEST	LEFT	231	252
BOUND	THRU	647	772
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	409	NORTHBOUND	
BOUND	THRU	3	IN ...	928
	RIGHT	519	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	411
EAST	LEFT	180	EASTBOUND	
BOUND	THRU	645	IN ...	961
	RIGHT	0	OUT ...	1,006
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	459	IN ...	804
	RIGHT	192	OUT ...	1,275

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	409	417
BOUND	THRU	3	3
	RIGHT	519	519
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	180	194
BOUND	THRU	645	770
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	459	597
	RIGHT	192	215

20. Corydon Road at Palomar Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	428	IN ...	656
	RIGHT	50	OUT ...	694
SOUTH	LEFT	25	SOUTHBOUND	
BOUND	THRU	440	IN ...	801
	RIGHT	225	OUT ...	783
EAST	LEFT	278	EASTBOUND	
BOUND	THRU	27	IN ...	309
	RIGHT	13	OUT ...	274
WEST	LEFT	24	WESTBOUND	
BOUND	THRU	31	IN ...	191
	RIGHT	18	OUT ...	206

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	6	9
BOUND	THRU	428	516
	RIGHT	50	124
SOUTH	LEFT	25	35
BOUND	THRU	440	586
	RIGHT	225	225
EAST	LEFT	278	278
BOUND	THRU	27	47
	RIGHT	13	21
WEST	LEFT	24	87
BOUND	THRU	31	72
	RIGHT	18	34

21. Mission Trail at Palomar Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	42	NORTHBOUND	
BOUND	THRU	240	IN ...	471
	RIGHT	0	OUT ...	403
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	200	IN ...	417
	RIGHT	139	OUT ...	356
EAST	LEFT	51	EASTBOUND	
BOUND	THRU	0	IN ...	171
	RIGHT	12	OUT ...	301
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	42	181
BOUND	THRU	240	291
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	200	303
	RIGHT	139	139
EAST	LEFT	51	69
BOUND	THRU	0	0
	RIGHT	12	102
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	11	NORTHBOUND	
BOUND	THRU	1	IN ...	93
	RIGHT	8	OUT ...	216
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	1	IN ...	-9
	RIGHT	3	OUT ...	4
EAST	LEFT	14	EASTBOUND	
BOUND	THRU	619	IN ...	834
	RIGHT	27	OUT ...	959
WEST	LEFT	18	WESTBOUND	
BOUND	THRU	776	IN ...	1,032
	RIGHT	5	OUT ...	771

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	11	47
BOUND	THRU	1	1
	RIGHT	8	46
SOUTH	LEFT	2	2
BOUND	THRU	1	1
	RIGHT	3	3
EAST	LEFT	14	14
BOUND	THRU	619	730
	RIGHT	27	116
WEST	LEFT	18	105
BOUND	THRU	776	916
	RIGHT	5	5

23. Corydon Road at Grand Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	14
	RIGHT	1	OUT ...	14
SOUTH	LEFT	42	SOUTHBOUND	
BOUND	THRU	1	IN ...	593
	RIGHT	333	OUT ...	533
EAST	LEFT	322	EASTBOUND	
BOUND	THRU	312	IN ...	793
	RIGHT	1	OUT ...	836
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	263	IN ...	330
	RIGHT	38	OUT ...	347

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	5
BOUND	THRU	1	5
	RIGHT	1	3
SOUTH	LEFT	42	45
BOUND	THRU	1	5
	RIGHT	333	546
EAST	LEFT	322	488
BOUND	THRU	312	312
	RIGHT	1	5
WEST	LEFT	1	4
BOUND	THRU	263	285
	RIGHT	38	42

24. Grape Street at I-15 NB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	193	NORTHBOUND	
BOUND	THRU	348	IN ...	609
	RIGHT	0	OUT ...	405
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	165	IN ...	736
	RIGHT	415	OUT ...	1,199
EAST	LEFT	746	EASTBOUND	
BOUND	THRU	0	IN ...	981
	RIGHT	175	OUT ...	722
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	193	206
BOUND	THRU	348	403
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	165	220
	RIGHT	415	537
EAST	LEFT	746	850
BOUND	THRU	0	0
	RIGHT	175	185
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	26	IN ...	31
	RIGHT	1	OUT ...	78
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	32	IN ...	78
	RIGHT	0	OUT ...	31
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	26	30
	RIGHT	1	1
SOUTH	LEFT	1	1
BOUND	THRU	32	77
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1

26. "A" Street at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	1	OUT ...	3
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	0	OUT ...	3

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	2	2
	RIGHT	1	1
WEST	LEFT	1	1
BOUND	THRU	2	2
	RIGHT	0	0

27. "A" Street at Victorian Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	1	OUT ...	4
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	0	OUT ...	3
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	3
	RIGHT	1	OUT ...	2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	2	2
	RIGHT	1	1
SOUTH	LEFT	1	1
BOUND	THRU	2	2
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	2
BOUND	THRU	0	0
	RIGHT	1	1

28. "A" Street at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	0	IN ...	3
	RIGHT	1	OUT ...	2
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	36	IN ...	95
	RIGHT	0	OUT ...	38
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	26	IN ...	38
	RIGHT	1	OUT ...	95

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1	2
BOUND	THRU	0	0
	RIGHT	1	1
EAST	LEFT	1	1
BOUND	THRU	36	93
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	26	37
	RIGHT	1	1

1. Railroad Canyon Road at Summerhill Lane/Grape Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	137	NORTHBOUND	
BOUND	THRU	602	IN ...	1525
	RIGHT	543	OUT ...	1395
SOUTH	LEFT	685	SOUTHBOUND	
BOUND	THRU	656	IN ...	1728
	RIGHT	122	OUT ...	1424
EAST	LEFT	109	EASTBOUND	
BOUND	THRU	336	IN ...	721
	RIGHT	121	OUT ...	691
WEST	LEFT	289	WESTBOUND	
BOUND	THRU	321	IN ...	1253
	RIGHT	537	OUT ...	1725

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	137	182
BOUND	THRU	602	868
	RIGHT	543	1,447
SOUTH	LEFT	685	714
BOUND	THRU	656	918
	RIGHT	122	150
EAST	LEFT	109	140
BOUND	THRU	336	400
	RIGHT	121	182
WEST	LEFT	289	574
BOUND	THRU	321	359
	RIGHT	537	550

3. Diamond Drive at I-15 SB Ramps

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	335	IN ...	785
	RIGHT	98	OUT ...	1,054
SOUTH	LEFT	547	SOUTHBOUND	
BOUND	THRU	533	IN ...	1,376
	RIGHT	0	OUT ...	1,262
EAST	LEFT	675	EASTBOUND	
BOUND	THRU	5	IN ...	926
	RIGHT	216	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	759

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	335	1,583
	RIGHT	98	168
SOUTH	LEFT	547	586
BOUND	THRU	533	1,066
	RIGHT	0	0
EAST	LEFT	675	675
BOUND	THRU	5	5
	RIGHT	216	594
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	155	NORTHBOUND	
BOUND	THRU	236	IN ...	795
	RIGHT	32	OUT ...	781
SOUTH	LEFT	164	SOUTHBOUND	
BOUND	THRU	311	IN ...	1,004
	RIGHT	231	OUT ...	770
EAST	LEFT	154	EASTBOUND	
BOUND	THRU	209	IN ...	697
	RIGHT	125	OUT ...	649
WEST	LEFT	17	WESTBOUND	
BOUND	THRU	119	IN ...	239
	RIGHT	39	OUT ...	519

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	155	246
BOUND	THRU	236	1,457
	RIGHT	32	57
SOUTH	LEFT	164	204
BOUND	THRU	311	1,141
	RIGHT	231	258
EAST	LEFT	154	221
BOUND	THRU	209	258
	RIGHT	125	213
WEST	LEFT	17	32
BOUND	THRU	119	144
	RIGHT	39	61

5. Lucerne Street at Lakeshore Drive

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	3
	RIGHT	2	OUT ...	3
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	259	IN ...	370
	RIGHT	2	OUT ...	382
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	258	IN ...	382
	RIGHT	0	OUT ...	369

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	2	2
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	259	374
	RIGHT	2	2
WEST	LEFT	1	1
BOUND	THRU	258	398
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	34	NORTHBOUND	
BOUND	THRU	72	IN ...	403
	RIGHT	118	OUT ...	375
SOUTH	LEFT	423	SOUTHBOUND	
BOUND	THRU	57	IN ...	947
	RIGHT	155	OUT ...	930
EAST	LEFT	167	EASTBOUND	
BOUND	THRU	226	IN ...	539
	RIGHT	12	OUT ...	500
WEST	LEFT	135	WESTBOUND	
BOUND	THRU	199	IN ...	778
	RIGHT	330	OUT ...	884

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	34	78
BOUND	THRU	72	862
	RIGHT	118	153
SOUTH	LEFT	423	526
BOUND	THRU	57	766
	RIGHT	155	268
EAST	LEFT	167	314
BOUND	THRU	226	226
	RIGHT	12	32
WEST	LEFT	135	202
BOUND	THRU	199	199
	RIGHT	330	725

7. Diamond Drive at Campbell Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	164	IN ...	446
	RIGHT	16	OUT ...	264
SOUTH	LEFT	41	SOUTHBOUND	
BOUND	THRU	92	IN ...	262
	RIGHT	0	OUT ...	476
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	17	WESTBOUND	
BOUND	THRU	0	IN ...	84
	RIGHT	67	OUT ...	57

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	164	1,105
	RIGHT	16	24
SOUTH	LEFT	41	41
BOUND	THRU	92	978
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	17	50
BOUND	THRU	0	0
	RIGHT	67	67

8. Mission Trail at Campbell Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	561	IN ...	706
	RIGHT	15	OUT ...	744
SOUTH	LEFT	33	SOUTHBOUND	
BOUND	THRU	597	IN ...	773
	RIGHT	23	OUT ...	711
EAST	LEFT	20	EASTBOUND	
BOUND	THRU	4	IN ...	44
	RIGHT	20	OUT ...	34
WEST	LEFT	7	WESTBOUND	
BOUND	THRU	1	IN ...	15
	RIGHT	7	OUT ...	52

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	10	32
BOUND	THRU	561	996
	RIGHT	15	15
SOUTH	LEFT	33	33
BOUND	THRU	597	717
	RIGHT	23	23
EAST	LEFT	20	21
BOUND	THRU	4	4
	RIGHT	20	20
WEST	LEFT	7	7
BOUND	THRU	1	1
	RIGHT	7	7

9. Diamond Drive at Malaga Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	5	NORTHBOUND	
BOUND	THRU	103	IN ...	137
	RIGHT	23	OUT ...	159
SOUTH	LEFT	9	SOUTHBOUND	
BOUND	THRU	96	IN ...	172
	RIGHT	2	OUT ...	181
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	1	IN ...	20
	RIGHT	1	OUT ...	29
WEST	LEFT	54	WESTBOUND	
BOUND	THRU	5	IN ...	109
	RIGHT	22	OUT ...	51

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	5	5
BOUND	THRU	103	118
	RIGHT	23	23
SOUTH	LEFT	9	1,000
BOUND	THRU	96	140
	RIGHT	2	11
EAST	LEFT	1	10
BOUND	THRU	1	6
	RIGHT	1	2
WEST	LEFT	54	54
BOUND	THRU	5	13
	RIGHT	22	58

10. Mission Trail at Malaga Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	74	NORTHBOUND	
BOUND	THRU	446	IN ...	763
	RIGHT	70	OUT ...	902
SOUTH	LEFT	48	SOUTHBOUND	
BOUND	THRU	599	IN ...	836
	RIGHT	19	OUT ...	667
EAST	LEFT	17	EASTBOUND	
BOUND	THRU	10	IN ...	73
	RIGHT	25	OUT ...	169
WEST	LEFT	92	WESTBOUND	
BOUND	THRU	41	IN ...	184
	RIGHT	51	OUT ...	128

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	74	103
BOUND	THRU	446	625
	RIGHT	70	71
SOUTH	LEFT	48	48
BOUND	THRU	599	771
	RIGHT	19	25
EAST	LEFT	17	327
BOUND	THRU	10	11
	RIGHT	25	707
WEST	LEFT	92	93
BOUND	THRU	41	42
	RIGHT	51	51

11. Mission Trail at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	528	IN ...	840
	RIGHT	133	OUT ...	784
SOUTH	LEFT	30	SOUTHBOUND	
BOUND	THRU	525	IN ...	691
	RIGHT	1	OUT ...	765
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	5
	RIGHT	2	OUT ...	3
WEST	LEFT	128	WESTBOUND	
BOUND	THRU	1	IN ...	202
	RIGHT	50	OUT ...	191

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	528	730
	RIGHT	133	150
SOUTH	LEFT	30	40
BOUND	THRU	525	1,316
	RIGHT	1	1
EAST	LEFT	2	2
BOUND	THRU	1	1
	RIGHT	2	2
WEST	LEFT	128	135
BOUND	THRU	1	1
	RIGHT	50	66

12. Mission Trail at Victorian Lane

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	677	IN ...	851
	RIGHT	1	OUT ...	791
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	657	IN ...	792
	RIGHT	1	OUT ...	856
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	5
	RIGHT	2	OUT ...	3
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	1	IN ...	12
	RIGHT	2	OUT ...	9

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	677	880
	RIGHT	1	2
SOUTH	LEFT	3	6
BOUND	THRU	657	1,455
	RIGHT	1	1
EAST	LEFT	2	2
BOUND	THRU	1	1
	RIGHT	2	2
WEST	LEFT	1	3
BOUND	THRU	1	2
	RIGHT	2	7

13. Mission Trail at Lemon Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	643	IN ...	853
	RIGHT	36	OUT ...	768
SOUTH	LEFT	34	SOUTHBOUND	
BOUND	THRU	611	IN ...	773
	RIGHT	0	OUT ...	841
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	23	WESTBOUND	
BOUND	THRU	0	IN ...	99
	RIGHT	30	OUT ...	114

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	643	820
	RIGHT	36	62
SOUTH	LEFT	34	52
BOUND	THRU	611	1,392
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	23	45
BOUND	THRU	0	0
	RIGHT	30	54

14. Mission Trail at Corydon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	125	NORTHBOUND	
BOUND	THRU	289	IN ...	509
	RIGHT	0	OUT ...	562
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	315	IN ...	767
	RIGHT	315	OUT ...	820
EAST	LEFT	359	EASTBOUND	
BOUND	THRU	0	IN ...	583
	RIGHT	158	OUT ...	494
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	125	126
BOUND	THRU	289	414
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	315	1,057
	RIGHT	315	385
EAST	LEFT	359	439
BOUND	THRU	0	0
	RIGHT	158	158
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	424	IN ...	772
	RIGHT	267	OUT ...	691
SOUTH	LEFT	40	SOUTHBOUND	
BOUND	THRU	343	IN ...	436
	RIGHT	1	OUT ...	539
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	34	IN ...	71
	RIGHT	4	OUT ...	51
WEST	LEFT	275	WESTBOUND	
BOUND	THRU	29	IN ...	367
	RIGHT	44	OUT ...	348

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	2	4
BOUND	THRU	424	503
	RIGHT	267	267
SOUTH	LEFT	40	40
BOUND	THRU	343	417
	RIGHT	1	2
EAST	LEFT	2	4
BOUND	THRU	34	57
	RIGHT	4	9
WEST	LEFT	275	282
BOUND	THRU	29	45
	RIGHT	44	44

16. Mission Trail at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	49	NORTHBOUND	
BOUND	THRU	117	IN ...	318
	RIGHT	103	OUT ...	349
SOUTH	LEFT	249	SOUTHBOUND	
BOUND	THRU	142	IN ...	506
	RIGHT	31	OUT ...	470
EAST	LEFT	35	EASTBOUND	
BOUND	THRU	188	IN ...	290
	RIGHT	58	OUT ...	251
WEST	LEFT	111	WESTBOUND	
BOUND	THRU	154	IN ...	555
	RIGHT	217	OUT ...	601

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	49	53
BOUND	THRU	117	166
	RIGHT	103	113
SOUTH	LEFT	249	918
BOUND	THRU	142	204
	RIGHT	31	37
EAST	LEFT	35	42
BOUND	THRU	188	189
	RIGHT	58	59
WEST	LEFT	111	119
BOUND	THRU	154	162
	RIGHT	217	288

17. Orange Street at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	14	NORTHBOUND	
BOUND	THRU	39	IN ...	280
	RIGHT	163	OUT ...	212
SOUTH	LEFT	187	SOUTHBOUND	
BOUND	THRU	27	IN ...	234
	RIGHT	15	OUT ...	148
EAST	LEFT	43	EASTBOUND	
BOUND	THRU	550	IN ...	662
	RIGHT	19	OUT ...	588
WEST	LEFT	137	WESTBOUND	
BOUND	THRU	495	IN ...	775
	RIGHT	64	OUT ...	1004

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	14	19
BOUND	THRU	39	45
	RIGHT	163	216
SOUTH	LEFT	187	189
BOUND	THRU	27	29
	RIGHT	15	15
EAST	LEFT	43	43
BOUND	THRU	550	1,218
	RIGHT	19	22
WEST	LEFT	137	161
BOUND	THRU	495	567
	RIGHT	64	64

18. I-15 SB Ramps at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	770
SOUTH	LEFT	162	SOUTHBOUND	
BOUND	THRU	3	IN ...	363
	RIGHT	157	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	393	IN ...	996
	RIGHT	502	OUT ...	805
WEST	LEFT	270	WESTBOUND	
BOUND	THRU	567	IN ...	913
	RIGHT	0	OUT ...	697

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	162	196
BOUND	THRU	3	3
	RIGHT	157	164
EAST	LEFT	0	0
BOUND	THRU	393	535
	RIGHT	502	1,080
WEST	LEFT	270	272
BOUND	THRU	567	654
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	346	NORTHBOUND	
BOUND	THRU	2	IN ...	639
	RIGHT	283	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	468
EAST	LEFT	160	EASTBOUND	
BOUND	THRU	395	IN ...	696
	RIGHT	0	OUT ...	904
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	482	IN ...	837
	RIGHT	235	OUT ...	786

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	346	346
BOUND	THRU	2	2
	RIGHT	283	289
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	160	195
BOUND	THRU	395	531
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	482	573
	RIGHT	235	271

20. Corydon Road at Palomar Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	596	IN ...	771
	RIGHT	6	OUT ...	568
SOUTH	LEFT	11	SOUTHBOUND	
BOUND	THRU	430	IN ...	679
	RIGHT	183	OUT ...	869
EAST	LEFT	202	EASTBOUND	
BOUND	THRU	5	IN ...	227
	RIGHT	4	OUT ...	209
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	6	IN ...	122
	RIGHT	8	OUT ...	97

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	6	14
BOUND	THRU	596	671
	RIGHT	6	42
SOUTH	LEFT	11	27
BOUND	THRU	430	529
	RIGHT	183	183
EAST	LEFT	202	202
BOUND	THRU	5	27
	RIGHT	4	11
WEST	LEFT	4	45
BOUND	THRU	6	46
	RIGHT	8	29

21. Mission Trail at Palomar Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	195	IN ...	386
	RIGHT	0	OUT ...	367
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	216	IN ...	305
	RIGHT	48	OUT ...	323
EAST	LEFT	67	EASTBOUND	
BOUND	THRU	0	IN ...	203
	RIGHT	9	OUT ...	176
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	6	116
BOUND	THRU	195	265
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	216	273
	RIGHT	48	60
EAST	LEFT	67	71
BOUND	THRU	0	0
	RIGHT	9	127
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	35
	RIGHT	4	OUT ...	22
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	1	IN ...	-11
	RIGHT	9	OUT ...	-15
EAST	LEFT	8	EASTBOUND	
BOUND	THRU	518	IN ...	670
	RIGHT	2	OUT ...	644
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	501	IN ...	657
	RIGHT	10	OUT ...	691

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	7
BOUND	THRU	1	1
	RIGHT	4	32
SOUTH	LEFT	7	7
BOUND	THRU	1	1
	RIGHT	9	9
EAST	LEFT	8	8
BOUND	THRU	518	670
	RIGHT	2	12
WEST	LEFT	2	13
BOUND	THRU	501	658
	RIGHT	10	10

23. Corydon Road at Grand Avenue

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	22
	RIGHT	1	OUT ...	12
SOUTH	LEFT	26	SOUTHBOUND	
BOUND	THRU	1	IN ...	587
	RIGHT	395	OUT ...	613
EAST	LEFT	422	EASTBOUND	
BOUND	THRU	120	IN ...	681
	RIGHT	1	OUT ...	645
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	90	IN ...	112
	RIGHT	31	OUT ...	144

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	8
BOUND	THRU	1	9
	RIGHT	1	6
SOUTH	LEFT	26	28
BOUND	THRU	1	5
	RIGHT	395	575
EAST	LEFT	422	581
BOUND	THRU	120	120
	RIGHT	1	4
WEST	LEFT	1	3
BOUND	THRU	90	90
	RIGHT	31	31

24. Grape Street at I-15 NB Ramps

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	288	NORTHBOUND	
BOUND	THRU	319	IN ...	696
	RIGHT	0	OUT ...	365
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	151	IN ...	837
	RIGHT	494	OUT ...	1,109
EAST	LEFT	678	EASTBOUND	
BOUND	THRU	0	IN ...	900
	RIGHT	150	OUT ...	941
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	288	315
BOUND	THRU	319	376
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	151	204
	RIGHT	494	1,462
EAST	LEFT	678	961
BOUND	THRU	0	0
	RIGHT	150	161
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	30	IN ...	35
	RIGHT	1	OUT ...	28
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	22	IN ...	28
	RIGHT	0	OUT ...	35
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	30	34
	RIGHT	1	1
SOUTH	LEFT	1	1
BOUND	THRU	22	27
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1

26. "A" Street at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	1	OUT ...	3
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	0	OUT ...	3

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	2	2
	RIGHT	1	1
WEST	LEFT	1	1
BOUND	THRU	2	2
	RIGHT	0	0

27. "A" Street at Victorian Lane

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	1	OUT ...	3
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	3
	RIGHT	0	OUT ...	3
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2	2
	RIGHT	1	1
SOUTH	LEFT	1	1
BOUND	THRU	2	2
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1

28. "A" Street at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	32	IN ...	49
	RIGHT	0	OUT ...	39
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	22	IN ...	38
	RIGHT	1	OUT ...	47

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1
EAST	LEFT	1	1
BOUND	THRU	32	46
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	22	38
	RIGHT	1	1

APPENDIX C-IV

**YEAR 2022 WITHOUT ELSP PROJECT PHASE I
ROADWAY SEGMENT VOLUMES**

1. Grape Street, east of Railroad Canyon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	32313	IN ...	34739
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	34739
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	32,313	34,739
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

2. Railroad Canyon Road, between Summerhill Dr/Grape St & Lakeshore Dr/Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	10346	IN ...	16012
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16012
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	10,346	17,049
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

3. Lucerne Street, south of Lakeshore Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	71	IN ...	71
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	71
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	71	71
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Casino Drive, east of Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5825	IN ...	7,289
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7,289
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,825	7,289
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

5. Diamond Drive, between Lakeshore Dr/Mission Trail & Campbell Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4696	IN ...	7,686
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7,686
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	4,696	9,129
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

6. Diamond Drive, between Campbell Street & Malaga Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2956	IN ...	4,101
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	4,101
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,956	4,826
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

7. Mission Trail, between Diamond Drive & Campbell Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	17157	IN ...	20,176
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20,176
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	17,157	20,603
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

8. Mission Trail, between Campbell Street & Malaga Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14382	IN ...	17,822
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,822
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,382	18,252
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

9. Malaga Road, between Diamond Drive & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1154	IN ...	1493
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1493
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,154	2,210
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

10. Malaga Road, east of Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2740	IN ...	2745
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2745
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,740	2,745
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

11. Diamond Drive, north of Summerly Place

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	708	IN ...	1,008
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1,008
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	708	1,039
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

12. Mission Trail, between Malaga Road & Olive Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14695	IN ...	18,327
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	18,327
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,695	18,750
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

13. Olive Street, between Mission Trail & Grape Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3348	IN ...	3,766
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,766
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,348	3,766
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

14. Mission Trail, between Olive Street & Victorian Lane

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	17077	IN ...	20,605
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20,605
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	17,077	21,028
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Mission Trail, between Victorian Lane & Lemon Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	17263	IN ...	20,784
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20,784
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	17,263	21,207
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Lemon Street, between Mission Trail & Grape Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2051	IN ...	3,033
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,033
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,051	3,033
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

17. Corydon Road, between Mission Trail & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13770	IN ...	15043
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	15043
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,770	15,074
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

18. Cereal Street, west of Corydon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	467	IN ...	918
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	918
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	467	918
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

19. Mission Trail, between Corydon Road & Bundy Canyon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11724	IN ...	14,184
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	14,184
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,724	14,576
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

20. Bundy Canyon Road, between Mission Trail & I-15 SB Ramps

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12355	IN ...	15,134
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	15,134
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,355	15,480
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

21. Corydon Road, between Cereal Street & Palomar Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	18072	IN ...	20,277
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20,277
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	18,072	20,308
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Mission Trail, between Bundy Canyon Road & Palomar Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	8008	IN ...	9,304
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	9,304
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	8,008	9,350
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

23. Palomar Street, between Corydon Road & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1312	IN ...	3,843
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,843
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,312	3,843
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

24. Stoneman Street, north of Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	760	IN ...	439
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	439
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	760	760
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Skylark Drive, north of Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2063	IN ...	2002
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2002
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,063	2,063
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

26. Corydon Road, between Palomar Street & Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12378	IN ...	16428
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16428
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,378	16,459
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

27. Sylvester Street, between Lucerne Street & Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	192	IN ...	710
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	710
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	192	710
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

28. Lucerne Street, between Sylvester Street & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	46	IN ...	244
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	244
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	46	244
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

29. Cereal Street, between Lucerne Street & Stoneman Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	46	IN ...	244
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	244
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	46	244
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

30. Cereal Street, between Stoneman Street & Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	46	IN ...	244
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	244
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	46	244
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

31. Diamond Drive, between Olive Street & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	563	IN ...	812
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	812
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	563	812
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

32. Bundy Canyon Road, between Corydon Road & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5585	IN ...	6702
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6702
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,585	6,702
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

1. Grape Street, east of Railroad Canyon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	38401	IN ...	41285
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	41285
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	38,401	41,285
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

2. Railroad Canyon Road, between Summerhill Dr/Grape St & Lakeshore Dr/Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	10470	IN ...	16204
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16204
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	10,470	19,699
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

3. Lucerne Street, south of Lakeshore Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	63	IN ...	63
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	63
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	63	63
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Casino Drive, east of Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5434	IN ...	6,800
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,800
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,434	6,800
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

5. Diamond Drive, between Lakeshore Dr/Mission Trail & Campbell Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4486	IN ...	7,341
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7,341
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	4,486	10,998
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

6. Diamond Drive, between Campbell Street & Malaga Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3019	IN ...	4,189
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	4,189
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,019	4,887
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

7. Mission Trail, between Diamond Drive & Campbell Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14931	IN ...	17,558
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,558
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,931	17,976
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

8. Mission Trail, between Campbell Street & Malaga Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14900	IN ...	18,464
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	18,464
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,900	18,889
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

9. Malaga Road, between Diamond Drive & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1174	IN ...	1519
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1519
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,174	2,213
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

10. Malaga Road, east of Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2934	IN ...	2940
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2940
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,934	2,940
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

11. Diamond Drive, north of Summerly Place

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	640	IN ...	911
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	911
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	640	927
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

12. Mission Trail, between Malaga Road & Olive Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14206	IN ...	17,717
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,717
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,206	18,063
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

13. Olive Street, between Mission Trail & Grape Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3235	IN ...	3,639
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,639
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,235	3,639
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

14. Mission Trail, between Olive Street & Victorian Lane

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16174	IN ...	19,516
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	19,516
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,174	19,862
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Mission Trail, between Victorian Lane & Lemon Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16341	IN ...	19,674
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	19,674
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,341	20,020
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Lemon Street, between Mission Trail & Grape Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1895	IN ...	2,803
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2,803
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,895	2,803
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

17. Corydon Road, between Mission Trail & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12683	IN ...	13856
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	13856
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,683	13,872
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

18. Cereal Street, west of Corydon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	746	IN ...	1466
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1466
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	746	1,466
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

19. Mission Trail, between Corydon Road & Bundy Canyon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	10346	IN ...	12,517
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	12,517
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	10,346	12,848
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

20. Bundy Canyon Road, between Mission Trail & I-15 SB Ramps

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11503	IN ...	14,091
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	14,091
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,503	14,390
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

21. Corydon Road, between Cereal Street & Palomar Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16744	IN ...	18,787
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	18,787
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,744	18,803
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Mission Trail, between Bundy Canyon Road & Palomar Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	6864	IN ...	7,975
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7,975
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	6,864	8,006
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

23. Palomar Street, between Corydon Road & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1117	IN ...	3,274
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,274
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,117	3,274
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

24. Stoneman Street, north of Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	724	IN ...	418
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	418
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	724	724
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Skylark Drive, north of Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2222	IN ...	2157
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2157
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,222	2,222
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

26. Corydon Road, between Palomar Street & Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11490	IN ...	15249
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	15249
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,490	15,265
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

27. Sylvester Street, between Lucerne Street & Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	182	IN ...	672
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	672
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	182	672
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

28. Lucerne Street, between Sylvester Street & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	43	IN ...	231
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	231
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	43	231
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

29. Cereal Street, between Lucerne Street & Stoneman Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	43	IN ...	231
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	231
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	43	231
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

30. Cereal Street, between Stoneman Street & Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	43	IN ...	231
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	231
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	43	231
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

31. Diamond Drive, between Olive Street & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	533	IN ...	769
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	769
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	533	769
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

32. Bundy Canyon Road, between Corydon Road & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5290	IN ...	6348
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6348
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,290	6,348
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

APPENDIX C-V

**YEAR 2022 WITH ELSP PROJECT PHASE I
INTERSECTION VOLUMES**

1. Railroad Canyon Road at Summerhill Lane/Grape Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	130	NORTHBOUND	
BOUND	THRU	553	IN ...	1419
	RIGHT	267	OUT ...	1958
SOUTH	LEFT	500	SOUTHBOUND	
BOUND	THRU	1132	IN ...	2203
	RIGHT	349	OUT ...	1289
EAST	LEFT	172	EASTBOUND	
BOUND	THRU	211	IN ...	708
	RIGHT	143	OUT ...	1035
WEST	LEFT	330	WESTBOUND	
BOUND	THRU	274	IN ...	1047
	RIGHT	348	OUT ...	1095

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	130	260
BOUND	THRU	553	774
	RIGHT	267	385
SOUTH	LEFT	500	500
BOUND	THRU	1,132	1,329
	RIGHT	349	430
EAST	LEFT	172	209
BOUND	THRU	211	264
	RIGHT	143	235
WEST	LEFT	330	401
BOUND	THRU	274	345
	RIGHT	348	348

3. Diamond Drive at I-15 SB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	179	IN ...	751
	RIGHT	62	OUT ...	993
SOUTH	LEFT	778	SOUTHBOUND	
BOUND	THRU	443	IN ...	1,574
	RIGHT	0	OUT ...	1,196
EAST	LEFT	548	EASTBOUND	
BOUND	THRU	2	IN ...	808
	RIGHT	211	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	942

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	179	619
	RIGHT	62	134
SOUTH	LEFT	778	807
BOUND	THRU	443	771
	RIGHT	0	0
EAST	LEFT	548	577
BOUND	THRU	2	2
	RIGHT	211	236
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	120	NORTHBOUND	
BOUND	THRU	103	IN ...	1,048
	RIGHT	12	OUT ...	740
SOUTH	LEFT	70	SOUTHBOUND	
BOUND	THRU	179	IN ...	962
	RIGHT	374	OUT ...	757
EAST	LEFT	133	EASTBOUND	
BOUND	THRU	174	IN ...	613
	RIGHT	92	OUT ...	1,023
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	138	IN ...	184
	RIGHT	11	OUT ...	286

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	120	460
BOUND	THRU	103	544
	RIGHT	12	43
SOUTH	LEFT	70	71
BOUND	THRU	179	498
	RIGHT	374	407
EAST	LEFT	133	196
BOUND	THRU	174	174
	RIGHT	92	245
WEST	LEFT	4	11
BOUND	THRU	138	156
	RIGHT	11	17

5. Lucerne Street at Lakeshore Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	244	IN ...	432
	RIGHT	1	OUT ...	385
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	127	IN ...	385
	RIGHT	0	OUT ...	432

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	244	431
	RIGHT	1	1
WEST	LEFT	1	1
BOUND	THRU	127	384
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	18	NORTHBOUND	
BOUND	THRU	64	IN ...	687
	RIGHT	44	OUT ...	393
SOUTH	LEFT	230	SOUTHBOUND	
BOUND	THRU	46	IN ...	909
	RIGHT	168	OUT ...	1,172
EAST	LEFT	125	EASTBOUND	
BOUND	THRU	183	IN ...	513
	RIGHT	15	OUT ...	599
WEST	LEFT	77	WESTBOUND	
BOUND	THRU	155	IN ...	677
	RIGHT	170	OUT ...	621

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	18	70
BOUND	THRU	64	499
	RIGHT	44	118
SOUTH	LEFT	230	344
BOUND	THRU	46	211
	RIGHT	168	367
EAST	LEFT	125	317
BOUND	THRU	183	183
	RIGHT	15	37
WEST	LEFT	77	160
BOUND	THRU	155	162
	RIGHT	170	356

7. Diamond Drive at Campbell Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	84	IN ...	651
	RIGHT	6	OUT ...	346
SOUTH	LEFT	25	SOUTHBOUND	
BOUND	THRU	89	IN ...	369
	RIGHT	0	OUT ...	674
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	0	IN ...	31
	RIGHT	29	OUT ...	31

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	84	645
	RIGHT	6	10
SOUTH	LEFT	25	25
BOUND	THRU	89	344
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	2	2
BOUND	THRU	0	0
	RIGHT	29	29

8. Mission Trail at Campbell Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	396	IN ...	687
	RIGHT	6	OUT ...	550
SOUTH	LEFT	16	SOUTHBOUND	
BOUND	THRU	382	IN ...	570
	RIGHT	8	OUT ...	682
EAST	LEFT	7	EASTBOUND	
BOUND	THRU	1	IN ...	9
	RIGHT	1	OUT ...	19
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	1	IN ...	8
	RIGHT	4	OUT ...	23

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	10	11
BOUND	THRU	396	672
	RIGHT	6	7
SOUTH	LEFT	16	16
BOUND	THRU	382	546
	RIGHT	8	8
EAST	LEFT	7	7
BOUND	THRU	1	1
	RIGHT	1	1
WEST	LEFT	3	3
BOUND	THRU	1	1
	RIGHT	4	4

9. Diamond Drive at Malaga Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	123	IN ...	196
	RIGHT	10	OUT ...	99
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	59	IN ...	261
	RIGHT	4	OUT ...	685
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	1	IN ...	514
	RIGHT	1	OUT ...	203
WEST	LEFT	20	WESTBOUND	
BOUND	THRU	9	IN ...	51
	RIGHT	11	OUT ...	36

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	2	9
BOUND	THRU	123	187
	RIGHT	10	10
SOUTH	LEFT	1	3
BOUND	THRU	59	84
	RIGHT	4	162
EAST	LEFT	4	483
BOUND	THRU	1	29
	RIGHT	1	12
WEST	LEFT	20	20
BOUND	THRU	9	33
	RIGHT	11	14

10. Mission Trail at Malaga Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	26	NORTHBOUND	
BOUND	THRU	410	IN ...	779
	RIGHT	56	OUT ...	539
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	290	IN ...	482
	RIGHT	7	OUT ...	714
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	1	IN ...	39
	RIGHT	11	OUT ...	48
WEST	LEFT	53	WESTBOUND	
BOUND	THRU	4	IN ...	65
	RIGHT	8	OUT ...	65

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	26	34
BOUND	THRU	410	697
	RIGHT	56	56
SOUTH	LEFT	7	8
BOUND	THRU	290	460
	RIGHT	7	10
EAST	LEFT	3	9
BOUND	THRU	1	2
	RIGHT	11	28
WEST	LEFT	53	53
BOUND	THRU	4	4
	RIGHT	8	9

11. Mission Trail at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	497	IN ...	868
	RIGHT	117	OUT ...	716
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	435	IN ...	617
	RIGHT	1	OUT ...	780
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	14
	RIGHT	2	OUT ...	8
WEST	LEFT	111	WESTBOUND	
BOUND	THRU	1	IN ...	150
	RIGHT	17	OUT ...	145

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	2
BOUND	THRU	497	749
	RIGHT	117	132
SOUTH	LEFT	7	10
BOUND	THRU	435	592
	RIGHT	1	3
EAST	LEFT	2	7
BOUND	THRU	1	3
	RIGHT	2	5
WEST	LEFT	111	119
BOUND	THRU	1	2
	RIGHT	17	26

12. Mission Trail at Victorian Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	626	IN ...	890
	RIGHT	4	OUT ...	721
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	550	IN ...	720
	RIGHT	1	OUT ...	882
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	9
	RIGHT	2	OUT ...	5
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	1	IN ...	15
	RIGHT	1	OUT ...	25

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	626	879
	RIGHT	4	17
SOUTH	LEFT	1	4
BOUND	THRU	550	708
	RIGHT	1	1
EAST	LEFT	2	3
BOUND	THRU	1	4
	RIGHT	2	2
WEST	LEFT	6	11
BOUND	THRU	1	2
	RIGHT	1	2

13. Mission Trail at Lemon Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	616	IN ...	959
	RIGHT	81	OUT ...	686
SOUTH	LEFT	49	SOUTHBOUND	
BOUND	THRU	492	IN ...	696
	RIGHT	0	OUT ...	889
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	27	WESTBOUND	
BOUND	THRU	0	IN ...	96
	RIGHT	24	OUT ...	176

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	616	847
	RIGHT	81	113
SOUTH	LEFT	49	63
BOUND	THRU	492	634
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	27	52
BOUND	THRU	0	0
	RIGHT	24	44

14. Mission Trail at Corydon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	182	NORTHBOUND	
BOUND	THRU	319	IN ...	641
	RIGHT	0	OUT ...	573
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	293	IN ...	690
	RIGHT	230	OUT ...	944
EAST	LEFT	363	EASTBOUND	
BOUND	THRU	0	IN ...	673
	RIGHT	175	OUT ...	488
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	182	190
BOUND	THRU	319	453
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	293	392
	RIGHT	230	298
EAST	LEFT	363	493
BOUND	THRU	0	0
	RIGHT	175	181
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	526	IN ...	995
	RIGHT	193	OUT ...	697
SOUTH	LEFT	22	SOUTHBOUND	
BOUND	THRU	359	IN ...	477
	RIGHT	11	OUT ...	697
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	9	IN ...	302
	RIGHT	2	OUT ...	184
WEST	LEFT	185	WESTBOUND	
BOUND	THRU	2	IN ...	357
	RIGHT	22	OUT ...	553

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	22
BOUND	THRU	526	627
	RIGHT	193	331
SOUTH	LEFT	22	22
BOUND	THRU	359	359
	RIGHT	11	123
EAST	LEFT	3	47
BOUND	THRU	9	203
	RIGHT	2	50
WEST	LEFT	185	303
BOUND	THRU	2	38
	RIGHT	22	23

16. Mission Trail at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	50	NORTHBOUND	
BOUND	THRU	232	IN ...	473
	RIGHT	90	OUT ...	403
SOUTH	LEFT	154	SOUTHBOUND	
BOUND	THRU	161	IN ...	445
	RIGHT	24	OUT ...	594
EAST	LEFT	31	EASTBOUND	
BOUND	THRU	117	IN ...	536
	RIGHT	56	OUT ...	331
WEST	LEFT	88	WESTBOUND	
BOUND	THRU	107	IN ...	581
	RIGHT	196	OUT ...	708

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	50	82
BOUND	THRU	232	262
	RIGHT	90	131
SOUTH	LEFT	154	231
BOUND	THRU	161	174
	RIGHT	24	40
EAST	LEFT	31	71
BOUND	THRU	117	346
	RIGHT	56	119
WEST	LEFT	88	110
BOUND	THRU	107	209
	RIGHT	196	264

17. Orange Street at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	61	IN ...	425
	RIGHT	328	OUT ...	357
SOUTH	LEFT	263	SOUTHBOUND	
BOUND	THRU	39	IN ...	306
	RIGHT	10	OUT ...	205
EAST	LEFT	25	EASTBOUND	
BOUND	THRU	456	IN ...	825
	RIGHT	14	OUT ...	649
WEST	LEFT	278	WESTBOUND	
BOUND	THRU	459	IN ...	1029
	RIGHT	112	OUT ...	1372

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	10	13
BOUND	THRU	61	61
	RIGHT	328	353
SOUTH	LEFT	263	263
BOUND	THRU	39	39
	RIGHT	10	12
EAST	LEFT	25	37
BOUND	THRU	456	763
	RIGHT	14	23
WEST	LEFT	278	298
BOUND	THRU	459	625
	RIGHT	112	112

18. I-15 SB Ramps at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1230
SOUTH	LEFT	154	SOUTHBOUND	
BOUND	THRU	1	IN ...	469
	RIGHT	278	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	464	IN ...	1383
	RIGHT	594	OUT ...	1064
WEST	LEFT	433	WESTBOUND	
BOUND	THRU	606	IN ...	1216
	RIGHT	0	OUT ...	774

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	154	155
BOUND	THRU	1	1
	RIGHT	278	313
EAST	LEFT	0	0
BOUND	THRU	464	619
	RIGHT	594	764
WEST	LEFT	433	465
BOUND	THRU	606	752
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	338	NORTHBOUND	
BOUND	THRU	2	IN ...	559
	RIGHT	150	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	550
EAST	LEFT	246	EASTBOUND	
BOUND	THRU	374	IN ...	776
	RIGHT	0	OUT ...	1,207
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	692	IN ...	1,104
	RIGHT	307	OUT ...	682

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	338	387
BOUND	THRU	2	2
	RIGHT	150	170
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	246	264
BOUND	THRU	374	512
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	692	821
	RIGHT	307	307

20. Corydon Road at Palomar Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	25	NORTHBOUND	
BOUND	THRU	569	IN ...	879
	RIGHT	40	OUT ...	637
SOUTH	LEFT	9	SOUTHBOUND	
BOUND	THRU	396	IN ...	623
	RIGHT	120	OUT ...	911
EAST	LEFT	143	EASTBOUND	
BOUND	THRU	57	IN ...	249
	RIGHT	16	OUT ...	206
WEST	LEFT	48	WESTBOUND	
BOUND	THRU	61	IN ...	250
	RIGHT	29	OUT ...	247

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	25	25
BOUND	THRU	569	736
	RIGHT	40	117
SOUTH	LEFT	9	20
BOUND	THRU	396	509
	RIGHT	120	120
EAST	LEFT	143	143
BOUND	THRU	57	110
	RIGHT	16	17
WEST	LEFT	48	111
BOUND	THRU	61	86
	RIGHT	29	53

21. Mission Trail at Palomar Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	33	NORTHBOUND	
BOUND	THRU	213	IN ...	481
	RIGHT	0	OUT ...	575
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	271	IN ...	480
	RIGHT	117	OUT ...	485
EAST	LEFT	161	EASTBOUND	
BOUND	THRU	0	IN ...	369
	RIGHT	69	OUT ...	270
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	33	144
BOUND	THRU	213	336
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	271	356
	RIGHT	117	126
EAST	LEFT	161	161
BOUND	THRU	0	0
	RIGHT	69	219
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	22	NORTHBOUND	
BOUND	THRU	0	IN ...	208
	RIGHT	10	OUT ...	74
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	0	IN ...	-3
	RIGHT	6	OUT ...	-13
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	592	IN ...	766
	RIGHT	17	OUT ...	860
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	639	IN ...	796
	RIGHT	2	OUT ...	848

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	22	105
BOUND	THRU	0	0
	RIGHT	10	103
SOUTH	LEFT	3	3
BOUND	THRU	0	0
	RIGHT	6	6
EAST	LEFT	1	1
BOUND	THRU	592	746
	RIGHT	17	50
WEST	LEFT	4	24
BOUND	THRU	639	757
	RIGHT	2	2

23. Corydon Road at Grand Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	13
	RIGHT	1	OUT ...	14
SOUTH	LEFT	65	SOUTHBOUND	
BOUND	THRU	1	IN ...	562
	RIGHT	319	OUT ...	721
EAST	LEFT	396	EASTBOUND	
BOUND	THRU	381	IN ...	1,019
	RIGHT	1	OUT ...	713
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	234	IN ...	304
	RIGHT	79	OUT ...	450

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	5
BOUND	THRU	1	5
	RIGHT	1	3
SOUTH	LEFT	65	68
BOUND	THRU	1	5
	RIGHT	319	489
EAST	LEFT	396	634
BOUND	THRU	381	381
	RIGHT	1	5
WEST	LEFT	1	3
BOUND	THRU	234	234
	RIGHT	79	82

24. Grape Street at I-15 NB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	107	NORTHBOUND	
BOUND	THRU	353	IN ...	516
	RIGHT	0	OUT ...	217
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	102	IN ...	780
	RIGHT	551	OUT ...	878
EAST	LEFT	421	EASTBOUND	
BOUND	THRU	0	IN ...	568
	RIGHT	78	OUT ...	770
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	107	117
BOUND	THRU	353	399
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	102	127
	RIGHT	551	653
EAST	LEFT	421	485
BOUND	THRU	0	0
	RIGHT	78	90
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	18	IN ...	80
	RIGHT	1	OUT ...	34
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	20	IN ...	35
	RIGHT	0	OUT ...	80
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	16
	RIGHT	1	OUT ...	18

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	18	70
	RIGHT	1	11
SOUTH	LEFT	1	7
BOUND	THRU	20	28
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	6
BOUND	THRU	0	0
	RIGHT	1	10

26. "A" Street at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	11
	RIGHT	1	OUT ...	9
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	2	IN ...	19
	RIGHT	1	OUT ...	17
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	2	IN ...	8
	RIGHT	0	OUT ...	12

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	1	10
BOUND	THRU	0	0
	RIGHT	1	2
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	2	10
	RIGHT	1	8
WEST	LEFT	1	1
BOUND	THRU	2	7
	RIGHT	0	0

27. "A" Street at Victorian Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2	IN ...	14
	RIGHT	1	OUT ...	10
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	9
	RIGHT	0	OUT ...	10
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	4
	RIGHT	1	OUT ...	6

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	2	9
	RIGHT	1	4
SOUTH	LEFT	1	2
BOUND	THRU	2	7
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	3
BOUND	THRU	0	0
	RIGHT	1	1

28. "A" Street at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	0	IN ...	9
	RIGHT	1	OUT ...	13
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	20	IN ...	308
	RIGHT	0	OUT ...	184
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	18	IN ...	189
	RIGHT	1	OUT ...	309

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1	5
BOUND	THRU	0	0
	RIGHT	1	4
EAST	LEFT	1	7
BOUND	THRU	20	304
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	18	180
	RIGHT	1	6

1. Railroad Canyon Road at Summerhill Lane/Grape Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	158	NORTHBOUND	
BOUND	THRU	908	IN ...	1890
	RIGHT	374	OUT ...	1393
SOUTH	LEFT	362	SOUTHBOUND	
BOUND	THRU	465	IN ...	1234
	RIGHT	116	OUT ...	2169
EAST	LEFT	323	EASTBOUND	
BOUND	THRU	428	IN ...	1256
	RIGHT	164	OUT ...	845
WEST	LEFT	249	WESTBOUND	
BOUND	THRU	337	IN ...	1338
	RIGHT	637	OUT ...	1310

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	158	275
BOUND	THRU	908	1,176
	RIGHT	374	469
SOUTH	LEFT	362	362
BOUND	THRU	465	745
	RIGHT	116	160
EAST	LEFT	323	418
BOUND	THRU	428	515
	RIGHT	164	326
WEST	LEFT	249	398
BOUND	THRU	337	412
	RIGHT	637	637

3. Diamond Drive at I-15 SB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	284	IN ...	888
	RIGHT	113	OUT ...	1,204
SOUTH	LEFT	494	SOUTHBOUND	
BOUND	THRU	447	IN ...	1,456
	RIGHT	0	OUT ...	1,596
EAST	LEFT	862	EASTBOUND	
BOUND	THRU	0	IN ...	1,118
	RIGHT	194	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	663

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	284	752
	RIGHT	113	167
SOUTH	LEFT	494	496
BOUND	THRU	447	1,035
	RIGHT	0	0
EAST	LEFT	862	874
BOUND	THRU	0	0
	RIGHT	194	299
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	107	NORTHBOUND	
BOUND	THRU	179	IN ...	961
	RIGHT	17	OUT ...	1,296
SOUTH	LEFT	106	SOUTHBOUND	
BOUND	THRU	302	IN ...	1,199
	RIGHT	228	OUT ...	865
EAST	LEFT	142	EASTBOUND	
BOUND	THRU	218	IN ...	900
	RIGHT	145	OUT ...	812
WEST	LEFT	35	WESTBOUND	
BOUND	THRU	156	IN ...	317
	RIGHT	53	OUT ...	402

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	107	335
BOUND	THRU	179	613
	RIGHT	17	41
SOUTH	LEFT	106	109
BOUND	THRU	302	920
	RIGHT	228	301
EAST	LEFT	142	220
BOUND	THRU	218	252
	RIGHT	145	428
WEST	LEFT	35	78
BOUND	THRU	156	176
	RIGHT	53	62

5. Lucerne Street at Lakeshore Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	208
	RIGHT	1	OUT ...	203
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	201
	RIGHT	0	OUT ...	206
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	259	IN ...	449
	RIGHT	1	OUT ...	386
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	283	IN ...	386
	RIGHT	0	OUT ...	449

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	97
BOUND	THRU	0	0
	RIGHT	1	110
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	259	343
	RIGHT	1	108
WEST	LEFT	1	95
BOUND	THRU	283	291
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	48	NORTHBOUND	
BOUND	THRU	107	IN ...	654
	RIGHT	69	OUT ...	735
SOUTH	LEFT	375	SOUTHBOUND	
BOUND	THRU	62	IN ...	1,423
	RIGHT	172	OUT ...	1,118
EAST	LEFT	163	EASTBOUND	
BOUND	THRU	215	IN ...	763
	RIGHT	9	OUT ...	742
WEST	LEFT	76	WESTBOUND	
BOUND	THRU	242	IN ...	737
	RIGHT	190	OUT ...	983

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	48	123
BOUND	THRU	107	408
	RIGHT	69	123
SOUTH	LEFT	375	588
BOUND	THRU	62	578
	RIGHT	172	387
EAST	LEFT	163	439
BOUND	THRU	215	272
	RIGHT	9	56
WEST	LEFT	76	244
BOUND	THRU	242	242
	RIGHT	190	301

7. Diamond Drive at Campbell Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	118	IN ...	567
	RIGHT	19	OUT ...	679
SOUTH	LEFT	37	SOUTHBOUND	
BOUND	THRU	85	IN ...	710
	RIGHT	0	OUT ...	608
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	0	IN ...	66
	RIGHT	60	OUT ...	56

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	118	550
	RIGHT	19	19
SOUTH	LEFT	37	40
BOUND	THRU	85	786
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	6	9
BOUND	THRU	0	0
	RIGHT	60	60

8. Mission Trail at Campbell Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	374	IN ...	617
	RIGHT	8	OUT ...	899
SOUTH	LEFT	33	SOUTHBOUND	
BOUND	THRU	555	IN ...	937
	RIGHT	25	OUT ...	632
EAST	LEFT	20	EASTBOUND	
BOUND	THRU	4	IN ...	40
	RIGHT	16	OUT ...	32
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	1	IN ...	14
	RIGHT	9	OUT ...	45

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	6	8
BOUND	THRU	374	644
	RIGHT	8	9
SOUTH	LEFT	33	34
BOUND	THRU	555	878
	RIGHT	25	25
EAST	LEFT	20	21
BOUND	THRU	4	4
	RIGHT	16	17
WEST	LEFT	4	4
BOUND	THRU	1	1
	RIGHT	9	9

9. Diamond Drive at Malaga Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	58	IN ...	117
	RIGHT	19	OUT ...	251
SOUTH	LEFT	22	SOUTHBOUND	
BOUND	THRU	116	IN ...	779
	RIGHT	24	OUT ...	429
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	11	IN ...	336
	RIGHT	1	OUT ...	587
WEST	LEFT	27	WESTBOUND	
BOUND	THRU	8	IN ...	110
	RIGHT	26	OUT ...	76

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	3
BOUND	THRU	58	116
	RIGHT	19	19
SOUTH	LEFT	22	67
BOUND	THRU	116	217
	RIGHT	24	554
EAST	LEFT	1	244
BOUND	THRU	11	66
	RIGHT	1	27
WEST	LEFT	27	27
BOUND	THRU	8	30
	RIGHT	26	76

10. Mission Trail at Malaga Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	68	NORTHBOUND	
BOUND	THRU	387	IN ...	787
	RIGHT	65	OUT ...	1009
SOUTH	LEFT	26	SOUTHBOUND	
BOUND	THRU	542	IN ...	941
	RIGHT	10	OUT ...	664
EAST	LEFT	5	EASTBOUND	
BOUND	THRU	2	IN ...	50
	RIGHT	19	OUT ...	139
WEST	LEFT	88	WESTBOUND	
BOUND	THRU	12	IN ...	126
	RIGHT	24	OUT ...	93

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	68	111
BOUND	THRU	387	636
	RIGHT	65	65
SOUTH	LEFT	26	30
BOUND	THRU	542	888
	RIGHT	10	19
EAST	LEFT	5	44
BOUND	THRU	2	3
	RIGHT	19	63
WEST	LEFT	88	88
BOUND	THRU	12	13
	RIGHT	24	28

11. Mission Trail at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	507	IN ...	886
	RIGHT	141	OUT ...	1,088
SOUTH	LEFT	34	SOUTHBOUND	
BOUND	THRU	652	IN ...	1,018
	RIGHT	1	OUT ...	786
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	14
	RIGHT	2	OUT ...	17
WEST	LEFT	127	WESTBOUND	
BOUND	THRU	1	IN ...	188
	RIGHT	31	OUT ...	214

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	5
BOUND	THRU	507	748
	RIGHT	141	158
SOUTH	LEFT	34	53
BOUND	THRU	652	974
	RIGHT	1	7
EAST	LEFT	2	7
BOUND	THRU	1	3
	RIGHT	2	5
WEST	LEFT	127	136
BOUND	THRU	1	5
	RIGHT	31	46

12. Mission Trail at Victorian Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	646	IN ...	883
	RIGHT	1	OUT ...	1,082
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	770	IN ...	1,080
	RIGHT	1	OUT ...	886
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	8
	RIGHT	2	OUT ...	8
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	1	IN ...	17
	RIGHT	1	OUT ...	14

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	646	893
	RIGHT	1	4
SOUTH	LEFT	2	7
BOUND	THRU	770	1,101
	RIGHT	1	1
EAST	LEFT	2	2
BOUND	THRU	1	3
	RIGHT	2	2
WEST	LEFT	1	6
BOUND	THRU	1	5
	RIGHT	1	6

13. Mission Trail at Lemon Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	622	IN ...	916
	RIGHT	52	OUT ...	1,039
SOUTH	LEFT	53	SOUTHBOUND	
BOUND	THRU	708	IN ...	1,056
	RIGHT	0	OUT ...	875
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	22	WESTBOUND	
BOUND	THRU	0	IN ...	104
	RIGHT	30	OUT ...	162

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	622	836
	RIGHT	52	87
SOUTH	LEFT	53	75
BOUND	THRU	708	1,016
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	22	50
BOUND	THRU	0	0
	RIGHT	30	54

14. Mission Trail at Corydon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	169	NORTHBOUND	
BOUND	THRU	344	IN ...	667
	RIGHT	0	OUT ...	709
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	344	IN ...	1,030
	RIGHT	377	OUT ...	902
EAST	LEFT	316	EASTBOUND	
BOUND	THRU	0	IN ...	617
	RIGHT	195	OUT ...	703
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	169	180
BOUND	THRU	344	500
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	344	532
	RIGHT	377	524
EAST	LEFT	316	417
BOUND	THRU	0	0
	RIGHT	195	203
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	440	IN ...	920
	RIGHT	251	OUT ...	1,033
SOUTH	LEFT	29	SOUTHBOUND	
BOUND	THRU	541	IN ...	752
	RIGHT	6	OUT ...	594
EAST	LEFT	15	EASTBOUND	
BOUND	THRU	18	IN ...	315
	RIGHT	2	OUT ...	393
WEST	LEFT	178	WESTBOUND	
BOUND	THRU	15	IN ...	599
	RIGHT	18	OUT ...	567

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	26
BOUND	THRU	440	481
	RIGHT	251	376
SOUTH	LEFT	29	29
BOUND	THRU	541	681
	RIGHT	6	80
EAST	LEFT	15	102
BOUND	THRU	18	169
	RIGHT	2	31
WEST	LEFT	178	321
BOUND	THRU	15	287
	RIGHT	18	18

16. Mission Trail at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	53	NORTHBOUND	
BOUND	THRU	145	IN ...	436
	RIGHT	104	OUT ...	478
SOUTH	LEFT	215	SOUTHBOUND	
BOUND	THRU	152	IN ...	555
	RIGHT	26	OUT ...	532
EAST	LEFT	35	EASTBOUND	
BOUND	THRU	155	IN ...	540
	RIGHT	76	OUT ...	567
WEST	LEFT	137	WESTBOUND	
BOUND	THRU	96	IN ...	843
	RIGHT	198	OUT ...	796

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	53	139
BOUND	THRU	145	165
	RIGHT	104	136
SOUTH	LEFT	215	337
BOUND	THRU	152	167
	RIGHT	26	76
EAST	LEFT	35	66
BOUND	THRU	155	347
	RIGHT	76	127
WEST	LEFT	137	186
BOUND	THRU	96	352
	RIGHT	198	313

17. Orange Street at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	18	NORTHBOUND	
BOUND	THRU	63	IN ...	336
	RIGHT	199	OUT ...	290
SOUTH	LEFT	193	SOUTHBOUND	
BOUND	THRU	42	IN ...	258
	RIGHT	14	OUT ...	307
EAST	LEFT	29	EASTBOUND	
BOUND	THRU	488	IN ...	845
	RIGHT	20	OUT ...	856
WEST	LEFT	201	WESTBOUND	
BOUND	THRU	436	IN ...	1235
	RIGHT	221	OUT ...	1222

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	18	32
BOUND	THRU	63	63
	RIGHT	199	245
SOUTH	LEFT	193	199
BOUND	THRU	42	42
	RIGHT	14	21
EAST	LEFT	29	35
BOUND	THRU	488	803
	RIGHT	20	28
WEST	LEFT	201	224
BOUND	THRU	436	811
	RIGHT	221	221

18. I-15 SB Ramps at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	820
SOUTH	LEFT	311	SOUTHBOUND	
BOUND	THRU	2	IN ...	593
	RIGHT	276	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	498	IN ...	1251
	RIGHT	411	OUT ...	1300
WEST	LEFT	231	WESTBOUND	
BOUND	THRU	647	IN ...	1274
	RIGHT	0	OUT ...	1000

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	311	311
BOUND	THRU	2	2
	RIGHT	276	302
EAST	LEFT	0	0
BOUND	THRU	498	714
	RIGHT	411	561
WEST	LEFT	231	278
BOUND	THRU	647	1,006
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	409	NORTHBOUND	
BOUND	THRU	3	IN ...	1,098
	RIGHT	519	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	411
EAST	LEFT	180	EASTBOUND	
BOUND	THRU	645	IN ...	1,016
	RIGHT	0	OUT ...	1,264
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	459	IN ...	893
	RIGHT	192	OUT ...	1,330

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	409	569
BOUND	THRU	3	3
	RIGHT	519	525
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	180	210
BOUND	THRU	645	808
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	459	703
	RIGHT	192	198

20. Corydon Road at Palomar Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	428	IN ...	713
	RIGHT	50	OUT ...	757
SOUTH	LEFT	25	SOUTHBOUND	
BOUND	THRU	440	IN ...	900
	RIGHT	225	OUT ...	892
EAST	LEFT	278	EASTBOUND	
BOUND	THRU	27	IN ...	320
	RIGHT	13	OUT ...	293
WEST	LEFT	24	WESTBOUND	
BOUND	THRU	31	IN ...	231
	RIGHT	18	OUT ...	223

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	6	7
BOUND	THRU	428	582
	RIGHT	50	125
SOUTH	LEFT	25	51
BOUND	THRU	440	645
	RIGHT	225	225
EAST	LEFT	278	278
BOUND	THRU	27	46
	RIGHT	13	16
WEST	LEFT	24	97
BOUND	THRU	31	79
	RIGHT	18	55

21. Mission Trail at Palomar Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	42	NORTHBOUND	
BOUND	THRU	240	IN ...	578
	RIGHT	0	OUT ...	459
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	200	IN ...	456
	RIGHT	139	OUT ...	423
EAST	LEFT	51	EASTBOUND	
BOUND	THRU	0	IN ...	188
	RIGHT	12	OUT ...	341
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	42	221
BOUND	THRU	240	356
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	200	343
	RIGHT	139	139
EAST	LEFT	51	71
BOUND	THRU	0	0
	RIGHT	12	118
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	11	NORTHBOUND	
BOUND	THRU	1	IN ...	106
	RIGHT	8	OUT ...	238
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	1	IN ...	-9
	RIGHT	3	OUT ...	4
EAST	LEFT	14	EASTBOUND	
BOUND	THRU	619	IN ...	874
	RIGHT	27	OUT ...	997
WEST	LEFT	18	WESTBOUND	
BOUND	THRU	776	IN ...	1,093
	RIGHT	5	OUT ...	824

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	11	49
BOUND	THRU	1	1
	RIGHT	8	57
SOUTH	LEFT	2	2
BOUND	THRU	1	1
	RIGHT	3	3
EAST	LEFT	14	14
BOUND	THRU	619	773
	RIGHT	27	118
WEST	LEFT	18	124
BOUND	THRU	776	952
	RIGHT	5	5

23. Corydon Road at Grand Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	17
	RIGHT	1	OUT ...	16
SOUTH	LEFT	42	SOUTHBOUND	
BOUND	THRU	1	IN ...	656
	RIGHT	333	OUT ...	590
EAST	LEFT	322	EASTBOUND	
BOUND	THRU	312	IN ...	846
	RIGHT	1	OUT ...	897
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	263	IN ...	331
	RIGHT	38	OUT ...	347

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	6
BOUND	THRU	1	7
	RIGHT	1	4
SOUTH	LEFT	42	46
BOUND	THRU	1	7
	RIGHT	333	607
EAST	LEFT	322	542
BOUND	THRU	312	312
	RIGHT	1	6
WEST	LEFT	1	4
BOUND	THRU	263	284
	RIGHT	38	44

24. Grape Street at I-15 NB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	193	NORTHBOUND	
BOUND	THRU	348	IN ...	620
	RIGHT	0	OUT ...	413
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	165	IN ...	748
	RIGHT	415	OUT ...	1,240
EAST	LEFT	746	EASTBOUND	
BOUND	THRU	0	IN ...	1,011
	RIGHT	175	OUT ...	726
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	193	204
BOUND	THRU	348	416
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	165	226
	RIGHT	415	543
EAST	LEFT	746	878
BOUND	THRU	0	0
	RIGHT	175	187
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	26	IN ...	70
	RIGHT	1	OUT ...	143
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	32	IN ...	141
	RIGHT	0	OUT ...	72
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	24
	RIGHT	0	OUT ...	20
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	2
	RIGHT	1	OUT ...	2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	26	71
	RIGHT	1	1
SOUTH	LEFT	1	1
BOUND	THRU	32	142
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	1
BOUND	THRU	0	0
	RIGHT	1	1

26. "A" Street at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	13
	RIGHT	1	OUT ...	14
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	2	IN ...	23
	RIGHT	1	OUT ...	27
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	2	IN ...	17
	RIGHT	0	OUT ...	12

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	1	12
BOUND	THRU	0	0
	RIGHT	1	1
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	2	11
	RIGHT	1	12
WEST	LEFT	1	2
BOUND	THRU	2	15
	RIGHT	0	0

27. "A" Street at Victorian Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2	IN ...	14
	RIGHT	1	OUT ...	19
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	15
	RIGHT	0	OUT ...	12
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	7
	RIGHT	1	OUT ...	5

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	2	10
	RIGHT	1	3
SOUTH	LEFT	1	2
BOUND	THRU	2	14
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	5
BOUND	THRU	0	0
	RIGHT	1	2

28. "A" Street at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	0	IN ...	18
	RIGHT	1	OUT ...	13
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	36	IN ...	308
	RIGHT	0	OUT ...	392
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	26	IN ...	398
	RIGHT	1	OUT ...	317

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1	10
BOUND	THRU	0	0
	RIGHT	1	8
EAST	LEFT	1	4
BOUND	THRU	36	307
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	26	384
	RIGHT	1	9

1. Railroad Canyon Road at Summerhill Lane/Grape Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	137	NORTHBOUND	
BOUND	THRU	602	IN ...	1728
	RIGHT	543	OUT ...	1623
SOUTH	LEFT	685	SOUTHBOUND	
BOUND	THRU	656	IN ...	1813
	RIGHT	122	OUT ...	1506
EAST	LEFT	109	EASTBOUND	
BOUND	THRU	336	IN ...	834
	RIGHT	121	OUT ...	790
WEST	LEFT	289	WESTBOUND	
BOUND	THRU	321	IN ...	1284
	RIGHT	537	OUT ...	1748

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	137	238
BOUND	THRU	602	966
	RIGHT	543	1,497
SOUTH	LEFT	685	685
BOUND	THRU	656	1,045
	RIGHT	122	167
EAST	LEFT	109	159
BOUND	THRU	336	431
	RIGHT	121	245
WEST	LEFT	289	613
BOUND	THRU	321	386
	RIGHT	537	537

3. Diamond Drive at I-15 SB Ramps

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	335	IN ...	1,011
	RIGHT	98	OUT ...	1,362
SOUTH	LEFT	547	SOUTHBOUND	
BOUND	THRU	533	IN ...	1,604
	RIGHT	0	OUT ...	1,465
EAST	LEFT	675	EASTBOUND	
BOUND	THRU	5	IN ...	1,006
	RIGHT	216	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	781

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	335	1,773
	RIGHT	98	203
SOUTH	LEFT	547	574
BOUND	THRU	533	1,306
	RIGHT	0	0
EAST	LEFT	675	675
BOUND	THRU	5	5
	RIGHT	216	662
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	155	NORTHBOUND	
BOUND	THRU	236	IN ...	1,226
	RIGHT	32	OUT ...	1,235
SOUTH	LEFT	164	SOUTHBOUND	
BOUND	THRU	311	IN ...	1,312
	RIGHT	231	OUT ...	996
EAST	LEFT	154	EASTBOUND	
BOUND	THRU	209	IN ...	843
	RIGHT	125	OUT ...	853
WEST	LEFT	17	WESTBOUND	
BOUND	THRU	119	IN ...	239
	RIGHT	39	OUT ...	519

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	155	423
BOUND	THRU	236	1,686
	RIGHT	32	80
SOUTH	LEFT	164	186
BOUND	THRU	311	1,438
	RIGHT	231	288
EAST	LEFT	154	228
BOUND	THRU	209	253
	RIGHT	125	358
WEST	LEFT	17	44
BOUND	THRU	119	142
	RIGHT	39	52

5. Lucerne Street at Lakeshore Drive

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	186
	RIGHT	2	OUT ...	188
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	185
	RIGHT	0	OUT ...	183
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	259	IN ...	370
	RIGHT	2	OUT ...	382
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	258	IN ...	382
	RIGHT	0	OUT ...	369

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	67
BOUND	THRU	0	0
	RIGHT	2	119
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	259	266
	RIGHT	2	121
WEST	LEFT	1	67
BOUND	THRU	258	332
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	34	NORTHBOUND	
BOUND	THRU	72	IN ...	747
	RIGHT	118	OUT ...	740
SOUTH	LEFT	423	SOUTHBOUND	
BOUND	THRU	57	IN ...	1,401
	RIGHT	155	OUT ...	1,361
EAST	LEFT	167	EASTBOUND	
BOUND	THRU	226	IN ...	695
	RIGHT	12	OUT ...	652
WEST	LEFT	135	WESTBOUND	
BOUND	THRU	199	IN ...	891
	RIGHT	330	OUT ...	1,003

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	34	125
BOUND	THRU	72	1,102
	RIGHT	118	211
SOUTH	LEFT	423	606
BOUND	THRU	57	1,013
	RIGHT	155	395
EAST	LEFT	167	463
BOUND	THRU	226	226
	RIGHT	12	56
WEST	LEFT	135	295
BOUND	THRU	199	199
	RIGHT	330	766

7. Diamond Drive at Campbell Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	164	IN ...	790
	RIGHT	16	OUT ...	629
SOUTH	LEFT	41	SOUTHBOUND	
BOUND	THRU	92	IN ...	627
	RIGHT	0	OUT ...	820
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	17	WESTBOUND	
BOUND	THRU	0	IN ...	84
	RIGHT	67	OUT ...	57

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	164	1,448
	RIGHT	16	19
SOUTH	LEFT	41	41
BOUND	THRU	92	1,345
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	17	48
BOUND	THRU	0	0
	RIGHT	67	67

8. Mission Trail at Campbell Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	561	IN ...	819
	RIGHT	15	OUT ...	863
SOUTH	LEFT	33	SOUTHBOUND	
BOUND	THRU	597	IN ...	892
	RIGHT	23	OUT ...	824
EAST	LEFT	20	EASTBOUND	
BOUND	THRU	4	IN ...	44
	RIGHT	20	OUT ...	34
WEST	LEFT	7	WESTBOUND	
BOUND	THRU	1	IN ...	15
	RIGHT	7	OUT ...	52

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	10	32
BOUND	THRU	561	1,109
	RIGHT	15	15
SOUTH	LEFT	33	34
BOUND	THRU	597	835
	RIGHT	23	23
EAST	LEFT	20	21
BOUND	THRU	4	4
	RIGHT	20	20
WEST	LEFT	7	7
BOUND	THRU	1	1
	RIGHT	7	7

9. Diamond Drive at Malaga Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	5	NORTHBOUND	
BOUND	THRU	103	IN ...	161
	RIGHT	23	OUT ...	189
SOUTH	LEFT	9	SOUTHBOUND	
BOUND	THRU	96	IN ...	596
	RIGHT	2	OUT ...	582
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	1	IN ...	440
	RIGHT	1	OUT ...	468
WEST	LEFT	54	WESTBOUND	
BOUND	THRU	5	IN ...	149
	RIGHT	22	OUT ...	89

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	5	28
BOUND	THRU	103	136
	RIGHT	23	23
SOUTH	LEFT	9	1,012
BOUND	THRU	96	183
	RIGHT	2	369
EAST	LEFT	1	383
BOUND	THRU	1	44
	RIGHT	1	16
WEST	LEFT	54	54
BOUND	THRU	5	71
	RIGHT	22	69

10. Mission Trail at Malaga Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	74	NORTHBOUND	
BOUND	THRU	446	IN ...	887
	RIGHT	70	OUT ...	1031
SOUTH	LEFT	48	SOUTHBOUND	
BOUND	THRU	599	IN ...	973
	RIGHT	19	OUT ...	798
EAST	LEFT	17	EASTBOUND	
BOUND	THRU	10	IN ...	111
	RIGHT	25	OUT ...	209
WEST	LEFT	92	WESTBOUND	
BOUND	THRU	41	IN ...	184
	RIGHT	51	OUT ...	128

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	74	127
BOUND	THRU	446	735
	RIGHT	70	70
SOUTH	LEFT	48	48
BOUND	THRU	599	892
	RIGHT	19	35
EAST	LEFT	17	344
BOUND	THRU	10	15
	RIGHT	25	724
WEST	LEFT	92	92
BOUND	THRU	41	47
	RIGHT	51	53

11. Mission Trail at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	528	IN ...	943
	RIGHT	133	OUT ...	890
SOUTH	LEFT	30	SOUTHBOUND	
BOUND	THRU	525	IN ...	808
	RIGHT	1	OUT ...	881
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	18
	RIGHT	2	OUT ...	16
WEST	LEFT	128	WESTBOUND	
BOUND	THRU	1	IN ...	213
	RIGHT	50	OUT ...	201

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	5
BOUND	THRU	528	831
	RIGHT	133	152
SOUTH	LEFT	30	46
BOUND	THRU	525	1,419
	RIGHT	1	6
EAST	LEFT	2	9
BOUND	THRU	1	3
	RIGHT	2	6
WEST	LEFT	128	134
BOUND	THRU	1	5
	RIGHT	50	74

12. Mission Trail at Victorian Lane

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	677	IN ...	954
	RIGHT	1	OUT ...	897
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	657	IN ...	898
	RIGHT	1	OUT ...	959
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	8
	RIGHT	2	OUT ...	6
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	1	IN ...	18
	RIGHT	2	OUT ...	14

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	677	980
	RIGHT	1	3
SOUTH	LEFT	3	8
BOUND	THRU	657	1,559
	RIGHT	1	1
EAST	LEFT	2	3
BOUND	THRU	1	3
	RIGHT	2	3
WEST	LEFT	1	5
BOUND	THRU	1	4
	RIGHT	2	9

13. Mission Trail at Lemon Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	643	IN ...	955
	RIGHT	36	OUT ...	869
SOUTH	LEFT	34	SOUTHBOUND	
BOUND	THRU	611	IN ...	866
	RIGHT	0	OUT ...	935
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	23	WESTBOUND	
BOUND	THRU	0	IN ...	113
	RIGHT	30	OUT ...	128

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	643	909
	RIGHT	36	72
SOUTH	LEFT	34	56
BOUND	THRU	611	1,484
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	23	54
BOUND	THRU	0	0
	RIGHT	30	59

14. Mission Trail at Corydon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	125	NORTHBOUND	
BOUND	THRU	289	IN ...	545
	RIGHT	0	OUT ...	591
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	315	IN ...	868
	RIGHT	315	OUT ...	922
EAST	LEFT	359	EASTBOUND	
BOUND	THRU	0	IN ...	662
	RIGHT	158	OUT ...	579
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	125	135
BOUND	THRU	289	441
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	315	1,081
	RIGHT	315	461
EAST	LEFT	359	514
BOUND	THRU	0	0
	RIGHT	158	162
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	424	IN ...	928
	RIGHT	267	OUT ...	852
SOUTH	LEFT	40	SOUTHBOUND	
BOUND	THRU	343	IN ...	529
	RIGHT	1	OUT ...	631
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	34	IN ...	296
	RIGHT	4	OUT ...	271
WEST	LEFT	275	WESTBOUND	
BOUND	THRU	29	IN ...	553
	RIGHT	44	OUT ...	536

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	2	31
BOUND	THRU	424	591
	RIGHT	267	286
SOUTH	LEFT	40	40
BOUND	THRU	343	515
	RIGHT	1	10
EAST	LEFT	2	17
BOUND	THRU	34	221
	RIGHT	4	53
WEST	LEFT	275	301
BOUND	THRU	29	229
	RIGHT	44	44

16. Mission Trail at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	49	NORTHBOUND	
BOUND	THRU	117	IN ...	369
	RIGHT	103	OUT ...	395
SOUTH	LEFT	249	SOUTHBOUND	
BOUND	THRU	142	IN ...	528
	RIGHT	31	OUT ...	499
EAST	LEFT	35	EASTBOUND	
BOUND	THRU	188	IN ...	478
	RIGHT	58	OUT ...	437
WEST	LEFT	111	WESTBOUND	
BOUND	THRU	154	IN ...	718
	RIGHT	217	OUT ...	765

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	49	89
BOUND	THRU	117	162
	RIGHT	103	131
SOUTH	LEFT	249	928
BOUND	THRU	142	197
	RIGHT	31	55
EAST	LEFT	35	61
BOUND	THRU	188	325
	RIGHT	58	93
WEST	LEFT	111	137
BOUND	THRU	154	293
	RIGHT	217	302

17. Orange Street at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	14	NORTHBOUND	
BOUND	THRU	39	IN ...	290
	RIGHT	163	OUT ...	222
SOUTH	LEFT	187	SOUTHBOUND	
BOUND	THRU	27	IN ...	234
	RIGHT	15	OUT ...	148
EAST	LEFT	43	EASTBOUND	
BOUND	THRU	550	IN ...	810
	RIGHT	19	OUT ...	735
WEST	LEFT	137	WESTBOUND	
BOUND	THRU	495	IN ...	915
	RIGHT	64	OUT ...	1146

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	14	23
BOUND	THRU	39	43
	RIGHT	163	224
SOUTH	LEFT	187	187
BOUND	THRU	27	28
	RIGHT	15	18
EAST	LEFT	43	46
BOUND	THRU	550	1,354
	RIGHT	19	27
WEST	LEFT	137	167
BOUND	THRU	495	707
	RIGHT	64	64

18. I-15 SB Ramps at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	870
SOUTH	LEFT	162	SOUTHBOUND	
BOUND	THRU	3	IN ...	366
	RIGHT	157	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	393	IN ...	1138
	RIGHT	502	OUT ...	945
WEST	LEFT	270	WESTBOUND	
BOUND	THRU	567	IN ...	1053
	RIGHT	0	OUT ...	743

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	162	183
BOUND	THRU	3	3
	RIGHT	157	180
EAST	LEFT	0	0
BOUND	THRU	393	594
	RIGHT	502	1,163
WEST	LEFT	270	289
BOUND	THRU	567	778
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	346	NORTHBOUND	
BOUND	THRU	2	IN ...	735
	RIGHT	283	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	470
EAST	LEFT	160	EASTBOUND	
BOUND	THRU	395	IN ...	742
	RIGHT	0	OUT ...	1,044
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	482	IN ...	883
	RIGHT	235	OUT ...	832

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	346	425
BOUND	THRU	2	2
	RIGHT	283	304
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	160	209
BOUND	THRU	395	562
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	482	632
	RIGHT	235	259

20. Corydon Road at Palomar Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	596	IN ...	826
	RIGHT	6	OUT ...	619
SOUTH	LEFT	11	SOUTHBOUND	
BOUND	THRU	430	IN ...	763
	RIGHT	183	OUT ...	959
EAST	LEFT	202	EASTBOUND	
BOUND	THRU	5	IN ...	242
	RIGHT	4	OUT ...	223
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	6	IN ...	140
	RIGHT	8	OUT ...	115

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	6	11
BOUND	THRU	596	733
	RIGHT	6	46
SOUTH	LEFT	11	39
BOUND	THRU	430	580
	RIGHT	183	183
EAST	LEFT	202	202
BOUND	THRU	5	30
	RIGHT	4	9
WEST	LEFT	4	48
BOUND	THRU	6	49
	RIGHT	8	42

21. Mission Trail at Palomar Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	195	IN ...	450
	RIGHT	0	OUT ...	427
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	216	IN ...	345
	RIGHT	48	OUT ...	369
EAST	LEFT	67	EASTBOUND	
BOUND	THRU	0	IN ...	221
	RIGHT	9	OUT ...	194
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	6	133
BOUND	THRU	195	310
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	216	315
	RIGHT	48	61
EAST	LEFT	67	72
BOUND	THRU	0	0
	RIGHT	9	145
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	53
	RIGHT	4	OUT ...	39
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	1	IN ...	-11
	RIGHT	9	OUT ...	-15
EAST	LEFT	8	EASTBOUND	
BOUND	THRU	518	IN ...	703
	RIGHT	2	OUT ...	675
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	501	IN ...	705
	RIGHT	10	OUT ...	744

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	9
BOUND	THRU	1	1
	RIGHT	4	49
SOUTH	LEFT	7	7
BOUND	THRU	1	1
	RIGHT	9	9
EAST	LEFT	8	8
BOUND	THRU	518	706
	RIGHT	2	18
WEST	LEFT	2	25
BOUND	THRU	501	687
	RIGHT	10	10

23. Corydon Road at Grand Avenue

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	24
	RIGHT	1	OUT ...	14
SOUTH	LEFT	26	SOUTHBOUND	
BOUND	THRU	1	IN ...	638
	RIGHT	395	OUT ...	668
EAST	LEFT	422	EASTBOUND	
BOUND	THRU	120	IN ...	734
	RIGHT	1	OUT ...	693
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	90	IN ...	112
	RIGHT	31	OUT ...	144

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	8
BOUND	THRU	1	10
	RIGHT	1	6
SOUTH	LEFT	26	28
BOUND	THRU	1	6
	RIGHT	395	623
EAST	LEFT	422	634
BOUND	THRU	120	120
	RIGHT	1	5
WEST	LEFT	1	3
BOUND	THRU	90	90
	RIGHT	31	31

24. Grape Street at I-15 NB Ramps

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	288	NORTHBOUND	
BOUND	THRU	319	IN ...	709
	RIGHT	0	OUT ...	378
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	151	IN ...	860
	RIGHT	494	OUT ...	1,140
EAST	LEFT	678	EASTBOUND	
BOUND	THRU	0	IN ...	918
	RIGHT	150	OUT ...	951
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	288	313
BOUND	THRU	319	391
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	151	215
	RIGHT	494	1,474
EAST	LEFT	678	977
BOUND	THRU	0	0
	RIGHT	150	163
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	30	IN ...	65
	RIGHT	1	OUT ...	54
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	22	IN ...	50
	RIGHT	0	OUT ...	58
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	19
	RIGHT	1	OUT ...	23

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	30	51
	RIGHT	1	14
SOUTH	LEFT	1	9
BOUND	THRU	22	42
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	12
BOUND	THRU	0	0
	RIGHT	1	7

26. "A" Street at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	8
	RIGHT	1	OUT ...	10
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	2	IN ...	24
	RIGHT	1	OUT ...	20
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	2	IN ...	16
	RIGHT	0	OUT ...	16

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	6
BOUND	THRU	0	0
	RIGHT	1	2
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	2	14
	RIGHT	1	8
WEST	LEFT	1	2
BOUND	THRU	2	14
	RIGHT	0	0

27. "A" Street at Victorian Lane

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2	IN ...	12
	RIGHT	1	OUT ...	11
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	8
	RIGHT	0	OUT ...	10
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	5
	RIGHT	1	OUT ...	5

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	2	9
	RIGHT	1	4
SOUTH	LEFT	1	1
BOUND	THRU	2	7
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	4
BOUND	THRU	0	0
	RIGHT	1	1

28. "A" Street at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	0	IN ...	10
	RIGHT	1	OUT ...	11
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	32	IN ...	273
	RIGHT	0	OUT ...	257
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	22	IN ...	258
	RIGHT	1	OUT ...	272

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	1	5
BOUND	THRU	0	0
	RIGHT	1	5
EAST	LEFT	1	5
BOUND	THRU	32	267
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	22	252
	RIGHT	1	6

APPENDIX C-VI

**YEAR 2022 WITH ELSP PROJECT PHASE I
ROADWAY SEGMENT VOLUMES**

1. Grape Street, east of Railroad Canyon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	32313	IN ...	35311
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	35311
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	32,313	35,311
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

2. Railroad Canyon Road, between Summerhill Dr/Grape St & Lakeshore Dr/Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	10346	IN ...	21956
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	21956
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	10,346	22,993
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

3. Lucerne Street, south of Lakeshore Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	71	IN ...	71
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	71
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	71	71
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Casino Drive, east of Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5825	IN ...	7,293
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7,293
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,825	7,293
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

5. Diamond Drive, between Lakeshore Dr/Mission Trail & Campbell Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4696	IN ...	15,928
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	15,928
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	4,696	17,371
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

6. Diamond Drive, between Campbell Street & Malaga Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2956	IN ...	13,226
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	13,226
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,956	13,951
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

7. Mission Trail, between Diamond Drive & Campbell Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	17157	IN ...	22,755
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	22,755
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	17,157	23,182
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

8. Mission Trail, between Campbell Street & Malaga Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14382	IN ...	20,673
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20,673
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,382	21,103
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

9. Malaga Road, between Diamond Drive & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1154	IN ...	2114
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2114
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,154	2,831
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

10. Malaga Road, east of Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2740	IN ...	2751
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2751
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,740	2,751
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

11. Diamond Drive, north of Summerly Place

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	708	IN ...	1,747
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1,747
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	708	1,778
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

12. Mission Trail, between Malaga Road & Olive Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14695	IN ...	21,098
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	21,098
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,695	21,521
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

13. Olive Street, between Mission Trail & Grape Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3348	IN ...	3,993
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,993
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,348	3,993
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

14. Mission Trail, between Olive Street & Victorian Lane

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	17077	IN ...	22,837
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	22,837
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	17,077	23,260
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Mission Trail, between Victorian Lane & Lemon Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	17263	IN ...	23,033
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	23,033
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	17,263	23,456
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Lemon Street, between Mission Trail & Grape Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2051	IN ...	3,342
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,342
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,051	3,342
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

17. Corydon Road, between Mission Trail & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13770	IN ...	17146
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17146
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,770	17,177
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

18. Cereal Street, west of Corydon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	467	IN ...	6591
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6591
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	467	6,591
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

19. Mission Trail, between Corydon Road & Bundy Canyon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11724	IN ...	14,804
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	14,804
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,724	15,196
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

20. Bundy Canyon Road, between Mission Trail & I-15 SB Ramps

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12355	IN ...	19,443
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	19,443
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,355	19,789
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

21. Corydon Road, between Cereal Street & Palomar Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	18072	IN ...	23,884
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	23,884
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	18,072	23,915
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Mission Trail, between Bundy Canyon Road & Palomar Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	8008	IN ...	10,445
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10,445
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	8,008	10,491
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

23. Palomar Street, between Corydon Road & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1312	IN ...	4,337
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	4,337
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,312	4,337
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

24. Stoneman Street, north of Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	760	IN ...	439
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	439
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	760	760
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Skylark Drive, north of Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2063	IN ...	2002
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2002
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,063	2,063
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

26. Corydon Road, between Palomar Street & Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12378	IN ...	17650
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17650
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,378	17,681
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

27. Sylvester Street, between Lucerne Street & Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	192	IN ...	9,894
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	9,894
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	192	9,894
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

28. Lucerne Street, between Sylvester Street & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	46	IN ...	8,623
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	8,623
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	46	8,623
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

29. Cereal Street, between Lucerne Street & Stoneman Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	46	IN ...	5,602
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,602
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	46	5,602
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

30. Cereal Street, between Stoneman Street & Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	46	IN ...	5,602
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,602
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	46	5,602
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

31. Diamond Drive, between Olive Street & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	563	IN ...	1597
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1597
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	563	1,597
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

32. Bundy Canyon Road, between Corydon Road & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5585	IN ...	11699
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	11699
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,585	11,699
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

1. Grape Street, east of Railroad Canyon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	38401	IN ...	41902
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	41902
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	38,401	41,902
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

2. Railroad Canyon Road, between Summerhill Dr/Grape St & Lakeshore Dr/Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	10470	IN ...	22611
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	22611
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	10,470	26,106
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

3. Lucerne Street, south of Lakeshore Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	63	IN ...	63
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	63
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	63	63
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Casino Drive, east of Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5434	IN ...	6,804
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,804
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,434	6,804
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

5. Diamond Drive, between Lakeshore Dr/Mission Trail & Campbell Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4486	IN ...	16,225
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16,225
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	4,486	19,882
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

6. Diamond Drive, between Campbell Street & Malaga Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3019	IN ...	14,025
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	14,025
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,019	14,723
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

7. Mission Trail, between Diamond Drive & Campbell Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14931	IN ...	20,338
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20,338
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,931	20,756
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

8. Mission Trail, between Campbell Street & Malaga Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14900	IN ...	21,537
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	21,537
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,900	21,962
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

9. Malaga Road, between Diamond Drive & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1174	IN ...	2188
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2188
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,174	2,882
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

10. Malaga Road, east of Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2934	IN ...	2946
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2946
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,934	2,946
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

11. Diamond Drive, north of Summerly Place

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	640	IN ...	1,708
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1,708
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	640	1,724
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

12. Mission Trail, between Malaga Road & Olive Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14206	IN ...	20,704
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20,704
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,206	21,050
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

13. Olive Street, between Mission Trail & Grape Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3235	IN ...	3,884
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,884
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,235	3,884
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

14. Mission Trail, between Olive Street & Victorian Lane

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16174	IN ...	21,922
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	21,922
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,174	22,268
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Mission Trail, between Victorian Lane & Lemon Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16341	IN ...	22,098
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	22,098
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,341	22,444
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Lemon Street, between Mission Trail & Grape Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1895	IN ...	3,136
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,136
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,895	3,136
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

17. Corydon Road, between Mission Trail & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12683	IN ...	16123
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16123
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,683	16,139
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

18. Cereal Street, west of Corydon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	746	IN ...	7581
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7581
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	746	7,581
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

19. Mission Trail, between Corydon Road & Bundy Canyon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	10346	IN ...	13,185
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	13,185
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	10,346	13,516
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

20. Bundy Canyon Road, between Mission Trail & I-15 SB Ramps

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11503	IN ...	18,736
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	18,736
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,503	19,035
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

21. Corydon Road, between Cereal Street & Palomar Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16744	IN ...	22,675
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	22,675
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,744	22,691
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Mission Trail, between Bundy Canyon Road & Palomar Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	6864	IN ...	9,205
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	9,205
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	6,864	9,236
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

23. Palomar Street, between Corydon Road & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1117	IN ...	3,806
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3,806
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,117	3,806
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

24. Stoneman Street, north of Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	724	IN ...	418
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	418
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	724	724
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Skylark Drive, north of Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2222	IN ...	2157
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2157
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,222	2,222
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

26. Corydon Road, between Palomar Street & Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11490	IN ...	16566
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16566
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,490	16,582
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

27. Sylvester Street, between Lucerne Street & Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	182	IN ...	10,571
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10,571
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	182	10,571
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

28. Lucerne Street, between Sylvester Street & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	43	IN ...	9,263
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	9,263
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	43	9,263
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

29. Cereal Street, between Lucerne Street & Stoneman Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	43	IN ...	6,006
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,006
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	43	6,006
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

30. Cereal Street, between Stoneman Street & Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	43	IN ...	6,006
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,006
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	43	6,006
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

31. Diamond Drive, between Olive Street & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	533	IN ...	1615
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1615
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	533	1,615
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

32. Bundy Canyon Road, between Corydon Road & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5290	IN ...	11734
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	11734
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,290	11,734
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

APPENDIX C-VII

**YEAR 2040 WITH ADOPTED SPECIFIC PLAN
INTERSECTION VOLUMES**

1. Railroad Canyon Road at Summerhill Lane/Grape Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	144	NORTHBOUND	
BOUND	THRU	573	IN ...	2255
	RIGHT	271	OUT ...	2944
SOUTH	LEFT	473	SOUTHBOUND	
BOUND	THRU	1223	IN ...	2874
	RIGHT	360	OUT ...	1809
EAST	LEFT	176	EASTBOUND	
BOUND	THRU	211	IN ...	1207
	RIGHT	164	OUT ...	1525
WEST	LEFT	367	WESTBOUND	
BOUND	THRU	291	IN ...	1365
	RIGHT	347	OUT ...	1421

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	144	504
BOUND	THRU	573	1,171
	RIGHT	271	579
SOUTH	LEFT	473	473
BOUND	THRU	1,223	1,872
	RIGHT	360	557
EAST	LEFT	176	315
BOUND	THRU	211	395
	RIGHT	164	497
WEST	LEFT	367	584
BOUND	THRU	291	464
	RIGHT	347	347

3. Diamond Drive at I-15 SB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	220	IN ...	1,686
	RIGHT	75	OUT ...	1,891
SOUTH	LEFT	806	SOUTHBOUND	
BOUND	THRU	563	IN ...	2,566
	RIGHT	0	OUT ...	2,037
EAST	LEFT	544	EASTBOUND	
BOUND	THRU	2	IN ...	921
	RIGHT	249	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1,244

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	220	1,437
	RIGHT	75	253
SOUTH	LEFT	806	990
BOUND	THRU	563	1,578
	RIGHT	0	0
EAST	LEFT	544	600
BOUND	THRU	2	2
	RIGHT	249	327
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	149	NORTHBOUND	
BOUND	THRU	147	IN ...	2,172
	RIGHT	15	OUT ...	1,748
SOUTH	LEFT	84	SOUTHBOUND	
BOUND	THRU	244	IN ...	1,860
	RIGHT	453	OUT ...	1,692
EAST	LEFT	142	EASTBOUND	
BOUND	THRU	162	IN ...	1,067
	RIGHT	97	OUT ...	1,559
WEST	LEFT	5	WESTBOUND	
BOUND	THRU	137	IN ...	292
	RIGHT	12	OUT ...	392

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	149	771
BOUND	THRU	147	1,323
	RIGHT	15	76
SOUTH	LEFT	84	102
BOUND	THRU	244	1,211
	RIGHT	453	563
EAST	LEFT	142	335
BOUND	THRU	162	214
	RIGHT	97	519
WEST	LEFT	5	32
BOUND	THRU	137	225
	RIGHT	12	34

5. Lucerne Street at Lakeshore Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	33	NORTHBOUND	
BOUND	THRU	0	IN ...	566
	RIGHT	70	OUT ...	410
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	274	IN ...	927
	RIGHT	25	OUT ...	1,134
WEST	LEFT	26	WESTBOUND	
BOUND	THRU	122	IN ...	1,091
	RIGHT	0	OUT ...	1,040

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	33	273
BOUND	THRU	0	0
	RIGHT	70	293
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	274	747
	RIGHT	25	174
WEST	LEFT	26	236
BOUND	THRU	122	861
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	24	NORTHBOUND	
BOUND	THRU	112	IN ...	879
	RIGHT	34	OUT ...	701
SOUTH	LEFT	253	SOUTHBOUND	
BOUND	THRU	87	IN ...	1,910
	RIGHT	168	OUT ...	2,287
EAST	LEFT	125	EASTBOUND	
BOUND	THRU	194	IN ...	931
	RIGHT	27	OUT ...	1,108
WEST	LEFT	64	WESTBOUND	
BOUND	THRU	131	IN ...	1,386
	RIGHT	189	OUT ...	1,010

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	24	71
BOUND	THRU	112	748
	RIGHT	34	62
SOUTH	LEFT	253	692
BOUND	THRU	87	478
	RIGHT	168	750
EAST	LEFT	125	606
BOUND	THRU	194	256
	RIGHT	27	70
WEST	LEFT	64	170
BOUND	THRU	131	287
	RIGHT	189	933

7. Diamond Drive at Campbell Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	130	IN ...	845
	RIGHT	6	OUT ...	655
SOUTH	LEFT	25	SOUTHBOUND	
BOUND	THRU	130	IN ...	678
	RIGHT	0	OUT ...	868
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	0	IN ...	31
	RIGHT	29	OUT ...	31

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	130	839
	RIGHT	6	8
SOUTH	LEFT	25	25
BOUND	THRU	130	653
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	2	2
BOUND	THRU	0	0
	RIGHT	29	29

8. Mission Trail at Campbell Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	9	NORTHBOUND	
BOUND	THRU	371	IN ...	1,388
	RIGHT	6	OUT ...	939
SOUTH	LEFT	16	SOUTHBOUND	
BOUND	THRU	406	IN ...	960
	RIGHT	9	OUT ...	1,384
EAST	LEFT	7	EASTBOUND	
BOUND	THRU	1	IN ...	9
	RIGHT	1	OUT ...	19
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	1	IN ...	8
	RIGHT	4	OUT ...	23

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	9	11
BOUND	THRU	371	1,374
	RIGHT	6	8
SOUTH	LEFT	16	16
BOUND	THRU	406	935
	RIGHT	9	9
EAST	LEFT	7	8
BOUND	THRU	1	1
	RIGHT	1	1
WEST	LEFT	3	3
BOUND	THRU	1	1
	RIGHT	4	4

9. Diamond Drive at Malaga Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	159	IN ...	699
	RIGHT	10	OUT ...	313
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	96	IN ...	319
	RIGHT	4	OUT ...	753
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	1	IN ...	21
	RIGHT	1	OUT ...	38
WEST	LEFT	22	WESTBOUND	
BOUND	THRU	9	IN ...	114
	RIGHT	12	OUT ...	49

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	2	4
BOUND	THRU	159	678
	RIGHT	10	38
SOUTH	LEFT	1	8
BOUND	THRU	96	276
	RIGHT	4	15
EAST	LEFT	4	16
BOUND	THRU	1	4
	RIGHT	1	1
WEST	LEFT	22	35
BOUND	THRU	9	19
	RIGHT	12	58

10. Mission Trail at Malaga Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	28	NORTHBOUND	
BOUND	THRU	389	IN ...	1585
	RIGHT	56	OUT ...	975
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	304	IN ...	892
	RIGHT	8	OUT ...	1443
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	1	IN ...	52
	RIGHT	11	OUT ...	111
WEST	LEFT	54	WESTBOUND	
BOUND	THRU	4	IN ...	66
	RIGHT	8	OUT ...	67

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	28	89
BOUND	THRU	389	1,427
	RIGHT	56	60
SOUTH	LEFT	7	7
BOUND	THRU	304	878
	RIGHT	8	19
EAST	LEFT	3	10
BOUND	THRU	1	1
	RIGHT	11	41
WEST	LEFT	54	56
BOUND	THRU	4	4
	RIGHT	8	8

11. Mission Trail at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	4	NORTHBOUND	
BOUND	THRU	467	IN ...	1,337
	RIGHT	114	OUT ...	1,039
SOUTH	LEFT	10	SOUTHBOUND	
BOUND	THRU	429	IN ...	960
	RIGHT	4	OUT ...	1,270
EAST	LEFT	6	EASTBOUND	
BOUND	THRU	5	IN ...	30
	RIGHT	7	OUT ...	24
WEST	LEFT	103	WESTBOUND	
BOUND	THRU	7	IN ...	204
	RIGHT	22	OUT ...	201

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	4	5
BOUND	THRU	467	1,200
	RIGHT	114	170
SOUTH	LEFT	10	24
BOUND	THRU	429	896
	RIGHT	4	9
EAST	LEFT	6	15
BOUND	THRU	5	7
	RIGHT	7	9
WEST	LEFT	103	134
BOUND	THRU	7	10
	RIGHT	22	57

12. Mission Trail at Victorian Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	584	IN ...	1,387
	RIGHT	10	OUT ...	1,037
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	534	IN ...	1,038
	RIGHT	2	OUT ...	1,340
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	22
	RIGHT	2	OUT ...	18
WEST	LEFT	7	WESTBOUND	
BOUND	THRU	1	IN ...	30
	RIGHT	2	OUT ...	86

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	4
BOUND	THRU	584	1,330
	RIGHT	10	65
SOUTH	LEFT	2	12
BOUND	THRU	534	1,012
	RIGHT	2	8
EAST	LEFT	2	7
BOUND	THRU	1	9
	RIGHT	2	6
WEST	LEFT	7	19
BOUND	THRU	1	6
	RIGHT	2	6

13. Mission Trail at Lemon Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	567	IN ...	1,460
	RIGHT	81	OUT ...	1,009
SOUTH	LEFT	50	SOUTHBOUND	
BOUND	THRU	475	IN ...	1,011
	RIGHT	0	OUT ...	1,376
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	30	WESTBOUND	
BOUND	THRU	0	IN ...	233
	RIGHT	26	OUT ...	319

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	567	1,264
	RIGHT	81	202
SOUTH	LEFT	50	117
BOUND	THRU	475	890
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	30	119
BOUND	THRU	0	0
	RIGHT	26	114

14. Mission Trail at Corydon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	188	NORTHBOUND	
BOUND	THRU	326	IN ...	1,079
	RIGHT	0	OUT ...	864
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	301	IN ...	1,012
	RIGHT	207	OUT ...	1,447
EAST	LEFT	309	EASTBOUND	
BOUND	THRU	0	IN ...	750
	RIGHT	171	OUT ...	531
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	188	205
BOUND	THRU	326	880
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	301	681
	RIGHT	207	326
EAST	LEFT	309	569
BOUND	THRU	0	0
	RIGHT	171	183
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	479	IN ...	1,439
	RIGHT	230	OUT ...	793
SOUTH	LEFT	22	SOUTHBOUND	
BOUND	THRU	342	IN ...	510
	RIGHT	2	OUT ...	780
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	36	IN ...	410
	RIGHT	1	OUT ...	450
WEST	LEFT	190	WESTBOUND	
BOUND	THRU	74	IN ...	627
	RIGHT	18	OUT ...	963

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	2	36
BOUND	THRU	479	753
	RIGHT	230	587
SOUTH	LEFT	22	22
BOUND	THRU	342	515
	RIGHT	2	12
EAST	LEFT	3	18
BOUND	THRU	36	357
	RIGHT	1	18
WEST	LEFT	190	260
BOUND	THRU	74	402
	RIGHT	18	18

16. Mission Trail at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	69	NORTHBOUND	
BOUND	THRU	223	IN ...	775
	RIGHT	112	OUT ...	585
SOUTH	LEFT	213	SOUTHBOUND	
BOUND	THRU	161	IN ...	783
	RIGHT	36	OUT ...	1,028
EAST	LEFT	38	EASTBOUND	
BOUND	THRU	186	IN ...	963
	RIGHT	64	OUT ...	612
WEST	LEFT	86	WESTBOUND	
BOUND	THRU	162	IN ...	1,013
	RIGHT	206	OUT ...	1,311

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	69	139
BOUND	THRU	223	425
	RIGHT	112	212
SOUTH	LEFT	213	444
BOUND	THRU	161	259
	RIGHT	36	80
EAST	LEFT	38	134
BOUND	THRU	186	655
	RIGHT	64	174
WEST	LEFT	86	151
BOUND	THRU	162	393
	RIGHT	206	471

17. Orange Street at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	11	NORTHBOUND	
BOUND	THRU	58	IN ...	512
	RIGHT	325	OUT ...	433
SOUTH	LEFT	203	SOUTHBOUND	
BOUND	THRU	30	IN ...	259
	RIGHT	8	OUT ...	229
EAST	LEFT	31	EASTBOUND	
BOUND	THRU	594	IN ...	1407
	RIGHT	19	OUT ...	1042
WEST	LEFT	283	WESTBOUND	
BOUND	THRU	525	IN ...	1465
	RIGHT	111	OUT ...	1940

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	11	22
BOUND	THRU	58	61
	RIGHT	325	426
SOUTH	LEFT	203	214
BOUND	THRU	30	31
	RIGHT	8	13
EAST	LEFT	31	54
BOUND	THRU	594	1,300
	RIGHT	19	41
WEST	LEFT	283	360
BOUND	THRU	525	1,009
	RIGHT	111	114

18. I-15 SB Ramps at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1460
SOUTH	LEFT	143	SOUTHBOUND	
BOUND	THRU	1	IN ...	597
	RIGHT	296	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	472	IN ...	1952
	RIGHT	662	OUT ...	1499
WEST	LEFT	450	WESTBOUND	
BOUND	THRU	657	IN ...	1635
	RIGHT	0	OUT ...	1223

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	143	203
BOUND	THRU	1	1
	RIGHT	296	393
EAST	LEFT	0	0
BOUND	THRU	472	1,020
	RIGHT	662	931
WEST	LEFT	450	528
BOUND	THRU	657	1,107
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	385	NORTHBOUND	
BOUND	THRU	2	IN ...	673
	RIGHT	157	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	536
EAST	LEFT	249	EASTBOUND	
BOUND	THRU	368	IN ...	1,225
	RIGHT	0	OUT ...	1,625
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	712	IN ...	1,387
	RIGHT	301	OUT ...	1,125

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	385	474
BOUND	THRU	2	2
	RIGHT	157	199
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	249	297
BOUND	THRU	368	926
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	712	1,152
	RIGHT	301	301

20. Corydon Road at Palomar Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	20	NORTHBOUND	
BOUND	THRU	558	IN ...	1,340
	RIGHT	45	OUT ...	1,032
SOUTH	LEFT	9	SOUTHBOUND	
BOUND	THRU	351	IN ...	610
	RIGHT	93	OUT ...	1,022
EAST	LEFT	120	EASTBOUND	
BOUND	THRU	54	IN ...	298
	RIGHT	13	OUT ...	117
WEST	LEFT	48	WESTBOUND	
BOUND	THRU	53	IN ...	617
	RIGHT	30	OUT ...	696

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	20	20
BOUND	THRU	558	858
	RIGHT	45	459
SOUTH	LEFT	9	32
BOUND	THRU	351	561
	RIGHT	93	93
EAST	LEFT	120	120
BOUND	THRU	54	205
	RIGHT	13	22
WEST	LEFT	48	449
BOUND	THRU	53	79
	RIGHT	30	95

21. Mission Trail at Palomar Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	33	NORTHBOUND	
BOUND	THRU	237	IN ...	1,235
	RIGHT	0	OUT ...	1,209
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	277	IN ...	651
	RIGHT	114	OUT ...	825
EAST	LEFT	163	EASTBOUND	
BOUND	THRU	0	IN ...	815
	RIGHT	67	OUT ...	668
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	33	546
BOUND	THRU	237	672
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	277	538
	RIGHT	114	122
EAST	LEFT	163	163
BOUND	THRU	0	0
	RIGHT	67	671
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	37	NORTHBOUND	
BOUND	THRU	1	IN ...	806
	RIGHT	1	OUT ...	248
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	1	IN ...	102
	RIGHT	10	OUT ...	230
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	517	IN ...	1,109
	RIGHT	21	OUT ...	1,450
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	649	IN ...	1,180
	RIGHT	2	OUT ...	1,269

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	37	481
BOUND	THRU	1	184
	RIGHT	1	104
SOUTH	LEFT	7	71
BOUND	THRU	1	25
	RIGHT	10	13
EAST	LEFT	1	4
BOUND	THRU	517	1,095
	RIGHT	21	109
WEST	LEFT	4	115
BOUND	THRU	649	956
	RIGHT	2	42

23. Corydon Road at Grand Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	42
	RIGHT	1	OUT ...	44
SOUTH	LEFT	60	SOUTHBOUND	
BOUND	THRU	1	IN ...	956
	RIGHT	275	OUT ...	1,181
EAST	LEFT	379	EASTBOUND	
BOUND	THRU	342	IN ...	1,452
	RIGHT	1	OUT ...	1,025
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	216	IN ...	240
	RIGHT	84	OUT ...	441

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	15
BOUND	THRU	1	20
	RIGHT	1	7
SOUTH	LEFT	60	84
BOUND	THRU	1	22
	RIGHT	275	852
EAST	LEFT	379	1,084
BOUND	THRU	342	350
	RIGHT	1	16
WEST	LEFT	1	5
BOUND	THRU	216	216
	RIGHT	84	84

24. Grape Street at I-15 NB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	314	NORTHBOUND	
BOUND	THRU	446	IN ...	935
	RIGHT	0	OUT ...	349
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	193	IN ...	1,170
	RIGHT	511	OUT ...	1,265
EAST	LEFT	459	EASTBOUND	
BOUND	THRU	0	IN ...	799
	RIGHT	85	OUT ...	1,288
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	314	376
BOUND	THRU	446	559
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	193	256
	RIGHT	511	912
EAST	LEFT	459	712
BOUND	THRU	0	0
	RIGHT	85	93
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	51	IN ...	328
	RIGHT	11	OUT ...	258
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	47	IN ...	363
	RIGHT	0	OUT ...	549
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	11	WESTBOUND	
BOUND	THRU	0	IN ...	286
	RIGHT	2	OUT ...	169

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	51	303
	RIGHT	11	33
SOUTH	LEFT	2	136
BOUND	THRU	47	213
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	11	45
BOUND	THRU	0	0
	RIGHT	2	246

26. "A" Street at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	304
	RIGHT	5	OUT ...	181
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	13	IN ...	170
	RIGHT	1	OUT ...	285
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	11	IN ...	23
	RIGHT	0	OUT ...	30

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	274
BOUND	THRU	0	0
	RIGHT	5	22
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	13	13
	RIGHT	1	168
WEST	LEFT	3	13
BOUND	THRU	11	11
	RIGHT	0	0

27. "A" Street at Victorian Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5	IN ...	100
	RIGHT	5	OUT ...	141
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	4	IN ...	158
	RIGHT	0	OUT ...	108
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	0	IN ...	17
	RIGHT	1	OUT ...	24

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	5	97
	RIGHT	5	8
SOUTH	LEFT	1	16
BOUND	THRU	4	135
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	3	6
BOUND	THRU	0	0
	RIGHT	1	11

28. "A" Street at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	0	IN ...	141
	RIGHT	4	OUT ...	100
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	45	IN ...	284
	RIGHT	0	OUT ...	376
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	91	IN ...	469
	RIGHT	6	OUT ...	418

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	3	127
BOUND	THRU	0	0
	RIGHT	4	22
EAST	LEFT	4	12
BOUND	THRU	45	291
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	91	354
	RIGHT	6	88

29. Lucerne Street at Sylvester Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	110	IN ...	639
	RIGHT	2	OUT ...	491
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	58	IN ...	419
	RIGHT	0	OUT ...	576
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	0	IN ...	25
	RIGHT	3	OUT ...	16

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	110	570
	RIGHT	2	12
SOUTH	LEFT	2	4
BOUND	THRU	58	470
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	2	21
BOUND	THRU	0	0
	RIGHT	3	6

30. Stoneman Street at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	66	NORTHBOUND	
BOUND	THRU	0	IN ...	419
	RIGHT	91	OUT ...	224
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	17	IN ...	214
	RIGHT	36	OUT ...	426
WEST	LEFT	108	WESTBOUND	
BOUND	THRU	36	IN ...	405
	RIGHT	0	OUT ...	389

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	66	178
BOUND	THRU	0	0
	RIGHT	91	242
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	17	147
	RIGHT	36	67
WEST	LEFT	108	157
BOUND	THRU	36	248
	RIGHT	0	0

1. Railroad Canyon Road at Summerhill Lane/Grape Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	183	NORTHBOUND	
BOUND	THRU	1014	IN ...	3034
	RIGHT	414	OUT ...	2412
SOUTH	LEFT	334	SOUTHBOUND	
BOUND	THRU	553	IN ...	2034
	RIGHT	112	OUT ...	3051
EAST	LEFT	324	EASTBOUND	
BOUND	THRU	425	IN ...	1948
	RIGHT	210	OUT ...	1430
WEST	LEFT	313	WESTBOUND	
BOUND	THRU	345	IN ...	1654
	RIGHT	628	OUT ...	1778

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	183	568
BOUND	THRU	1,014	1,832
	RIGHT	414	664
SOUTH	LEFT	334	435
BOUND	THRU	553	1,327
	RIGHT	112	291
EAST	LEFT	324	619
BOUND	THRU	425	700
	RIGHT	210	633
WEST	LEFT	313	528
BOUND	THRU	345	573
	RIGHT	628	628

3. Diamond Drive at I-15 SB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	401	IN ...	2,086
	RIGHT	154	OUT ...	2,189
SOUTH	LEFT	599	SOUTHBOUND	
BOUND	THRU	537	IN ...	2,474
	RIGHT	0	OUT ...	2,742
EAST	LEFT	916	EASTBOUND	
BOUND	THRU	0	IN ...	1,199
	RIGHT	197	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	827

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	401	1,853
	RIGHT	154	263
SOUTH	LEFT	599	599
BOUND	THRU	537	1,984
	RIGHT	0	0
EAST	LEFT	916	919
BOUND	THRU	0	0
	RIGHT	197	335
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	150	NORTHBOUND	
BOUND	THRU	296	IN ...	2,319
	RIGHT	23	OUT ...	2,512
SOUTH	LEFT	106	SOUTHBOUND	
BOUND	THRU	382	IN ...	2,185
	RIGHT	242	OUT ...	2,062
EAST	LEFT	174	EASTBOUND	
BOUND	THRU	214	IN ...	1,578
	RIGHT	179	OUT ...	1,461
WEST	LEFT	41	WESTBOUND	
BOUND	THRU	153	IN ...	564
	RIGHT	61	OUT ...	614

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	150	705
BOUND	THRU	296	1,556
	RIGHT	23	85
SOUTH	LEFT	106	164
BOUND	THRU	382	1,682
	RIGHT	242	473
EAST	LEFT	174	412
BOUND	THRU	214	365
	RIGHT	179	803
WEST	LEFT	41	157
BOUND	THRU	153	283
	RIGHT	61	124

5. Lucerne Street at Lakeshore Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	27	NORTHBOUND	
BOUND	THRU	0	IN ...	567
	RIGHT	51	OUT ...	816
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	332	IN ...	1,807
	RIGHT	52	OUT ...	1,320
WEST	LEFT	110	WESTBOUND	
BOUND	THRU	304	IN ...	1,382
	RIGHT	0	OUT ...	1,619

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	27	299
BOUND	THRU	0	0
	RIGHT	51	268
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	332	1,355
	RIGHT	52	446
WEST	LEFT	110	370
BOUND	THRU	304	1,023
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	57	NORTHBOUND	
BOUND	THRU	178	IN ...	1,185
	RIGHT	36	OUT ...	1,025
SOUTH	LEFT	400	SOUTHBOUND	
BOUND	THRU	124	IN ...	2,606
	RIGHT	172	OUT ...	2,451
EAST	LEFT	163	EASTBOUND	
BOUND	THRU	254	IN ...	1,372
	RIGHT	19	OUT ...	1,265
WEST	LEFT	60	WESTBOUND	
BOUND	THRU	238	IN ...	1,293
	RIGHT	260	OUT ...	1,714

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	57	176
BOUND	THRU	178	932
	RIGHT	36	78
SOUTH	LEFT	400	1,130
BOUND	THRU	124	913
	RIGHT	172	691
EAST	LEFT	163	782
BOUND	THRU	254	506
	RIGHT	19	89
WEST	LEFT	60	168
BOUND	THRU	238	400
	RIGHT	260	767

7. Diamond Drive at Campbell Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	165	IN ...	1,097
	RIGHT	18	OUT ...	969
SOUTH	LEFT	38	SOUTHBOUND	
BOUND	THRU	141	IN ...	1,001
	RIGHT	0	OUT ...	1,139
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	0	IN ...	66
	RIGHT	60	OUT ...	56

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	165	1,080
	RIGHT	18	19
SOUTH	LEFT	38	38
BOUND	THRU	141	1,076
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	6	9
BOUND	THRU	0	0
	RIGHT	60	60

8. Mission Trail at Campbell Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	416	IN ...	1,166
	RIGHT	9	OUT ...	1,628
SOUTH	LEFT	33	SOUTHBOUND	
BOUND	THRU	584	IN ...	1,666
	RIGHT	25	OUT ...	1,180
EAST	LEFT	20	EASTBOUND	
BOUND	THRU	4	IN ...	40
	RIGHT	16	OUT ...	32
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	1	IN ...	14
	RIGHT	9	OUT ...	46

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	6	8
BOUND	THRU	416	1,192
	RIGHT	9	10
SOUTH	LEFT	33	35
BOUND	THRU	584	1,606
	RIGHT	25	25
EAST	LEFT	20	21
BOUND	THRU	4	4
	RIGHT	16	17
WEST	LEFT	4	4
BOUND	THRU	1	1
	RIGHT	9	9

9. Diamond Drive at Malaga Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	105	IN ...	521
	RIGHT	40	OUT ...	788
SOUTH	LEFT	12	SOUTHBOUND	
BOUND	THRU	153	IN ...	950
	RIGHT	24	OUT ...	567
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	11	IN ...	49
	RIGHT	1	OUT ...	57
WEST	LEFT	43	WESTBOUND	
BOUND	THRU	8	IN ...	151
	RIGHT	15	OUT ...	259

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	105	465
	RIGHT	40	83
SOUTH	LEFT	12	195
BOUND	THRU	153	734
	RIGHT	24	52
EAST	LEFT	1	8
BOUND	THRU	11	40
	RIGHT	1	2
WEST	LEFT	43	53
BOUND	THRU	8	8
	RIGHT	15	100

10. Mission Trail at Malaga Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	69	NORTHBOUND	
BOUND	THRU	410	IN ...	1441
	RIGHT	65	OUT ...	2045
SOUTH	LEFT	26	SOUTHBOUND	
BOUND	THRU	565	IN ...	1777
	RIGHT	10	OUT ...	1257
EAST	LEFT	6	EASTBOUND	
BOUND	THRU	3	IN ...	227
	RIGHT	22	OUT ...	175
WEST	LEFT	88	WESTBOUND	
BOUND	THRU	11	IN ...	128
	RIGHT	24	OUT ...	97

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	69	154
BOUND	THRU	410	1,208
	RIGHT	65	68
SOUTH	LEFT	26	26
BOUND	THRU	565	1,761
	RIGHT	10	18
EAST	LEFT	6	72
BOUND	THRU	3	7
	RIGHT	22	210
WEST	LEFT	88	100
BOUND	THRU	11	11
	RIGHT	24	24

11. Mission Trail at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	7	NORTHBOUND	
BOUND	THRU	505	IN ...	1,362
	RIGHT	140	OUT ...	1,664
SOUTH	LEFT	50	SOUTHBOUND	
BOUND	THRU	642	IN ...	1,678
	RIGHT	7	OUT ...	1,300
EAST	LEFT	7	EASTBOUND	
BOUND	THRU	6	IN ...	45
	RIGHT	8	OUT ...	53
WEST	LEFT	112	WESTBOUND	
BOUND	THRU	12	IN ...	266
	RIGHT	41	OUT ...	332

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	7	12
BOUND	THRU	505	1,196
	RIGHT	140	195
SOUTH	LEFT	50	126
BOUND	THRU	642	1,530
	RIGHT	7	21
EAST	LEFT	7	21
BOUND	THRU	6	11
	RIGHT	8	13
WEST	LEFT	112	147
BOUND	THRU	12	20
	RIGHT	41	98

12. Mission Trail at Victorian Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	635	IN ...	1,364
	RIGHT	3	OUT ...	1,684
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	747	IN ...	1,654
	RIGHT	2	OUT ...	1,348
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	32
	RIGHT	2	OUT ...	31
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	2	IN ...	54
	RIGHT	1	OUT ...	41

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	2
BOUND	THRU	635	1,341
	RIGHT	3	16
SOUTH	LEFT	3	14
BOUND	THRU	747	1,684
	RIGHT	2	4
EAST	LEFT	2	9
BOUND	THRU	1	12
	RIGHT	2	11
WEST	LEFT	1	16
BOUND	THRU	2	25
	RIGHT	1	13

13. Mission Trail at Lemon Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	603	IN ...	1,404
	RIGHT	56	OUT ...	1,648
SOUTH	LEFT	54	SOUTHBOUND	
BOUND	THRU	679	IN ...	1,656
	RIGHT	0	OUT ...	1,345
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	23	WESTBOUND	
BOUND	THRU	0	IN ...	264
	RIGHT	31	OUT ...	331

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	603	1,226
	RIGHT	56	181
SOUTH	LEFT	54	150
BOUND	THRU	679	1,546
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	23	129
BOUND	THRU	0	0
	RIGHT	31	134

14. Mission Trail at Corydon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	160	NORTHBOUND	
BOUND	THRU	364	IN ...	1,107
	RIGHT	0	OUT ...	1,236
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	380	IN ...	1,637
	RIGHT	311	OUT ...	1,390
EAST	LEFT	281	EASTBOUND	
BOUND	THRU	0	IN ...	685
	RIGHT	207	OUT ...	800
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	160	189
BOUND	THRU	364	934
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	380	1,043
	RIGHT	311	612
EAST	LEFT	281	471
BOUND	THRU	0	0
	RIGHT	207	219
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	3	NORTHBOUND	
BOUND	THRU	420	IN ...	1,153
	RIGHT	253	OUT ...	1,499
SOUTH	LEFT	24	SOUTHBOUND	
BOUND	THRU	468	IN ...	840
	RIGHT	1	OUT ...	654
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	123	IN ...	767
	RIGHT	15	OUT ...	571
WEST	LEFT	246	WESTBOUND	
BOUND	THRU	77	IN ...	1,049
	RIGHT	22	OUT ...	1,084

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	3	32
BOUND	THRU	420	628
	RIGHT	253	455
SOUTH	LEFT	24	24
BOUND	THRU	468	837
	RIGHT	1	6
EAST	LEFT	2	8
BOUND	THRU	123	606
	RIGHT	15	136
WEST	LEFT	246	527
BOUND	THRU	77	533
	RIGHT	22	22

16. Mission Trail at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	83	NORTHBOUND	
BOUND	THRU	133	IN ...	725
	RIGHT	102	OUT ...	780
SOUTH	LEFT	229	SOUTHBOUND	
BOUND	THRU	154	IN ...	1,040
	RIGHT	44	OUT ...	1,004
EAST	LEFT	50	EASTBOUND	
BOUND	THRU	238	IN ...	1,083
	RIGHT	111	OUT ...	1,036
WEST	LEFT	173	WESTBOUND	
BOUND	THRU	205	IN ...	1,498
	RIGHT	248	OUT ...	1,527

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	83	234
BOUND	THRU	133	282
	RIGHT	102	213
SOUTH	LEFT	229	629
BOUND	THRU	154	280
	RIGHT	44	157
EAST	LEFT	50	149
BOUND	THRU	238	709
	RIGHT	111	226
WEST	LEFT	173	276
BOUND	THRU	205	645
	RIGHT	248	586

17. Orange Street at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	24	NORTHBOUND	
BOUND	THRU	52	IN ...	528
	RIGHT	204	OUT ...	363
SOUTH	LEFT	198	SOUTHBOUND	
BOUND	THRU	38	IN ...	319
	RIGHT	20	OUT ...	277
EAST	LEFT	28	EASTBOUND	
BOUND	THRU	586	IN ...	1572
	RIGHT	21	OUT ...	1471
WEST	LEFT	185	WESTBOUND	
BOUND	THRU	603	IN ...	1806
	RIGHT	184	OUT ...	2114

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	24	66
BOUND	THRU	52	60
	RIGHT	204	400
SOUTH	LEFT	198	241
BOUND	THRU	38	42
	RIGHT	20	34
EAST	LEFT	28	42
BOUND	THRU	586	1,497
	RIGHT	21	48
WEST	LEFT	185	272
BOUND	THRU	603	1,378
	RIGHT	184	184

18. I-15 SB Ramps at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1259
SOUTH	LEFT	285	SOUTHBOUND	
BOUND	THRU	2	IN ...	607
	RIGHT	278	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	537	IN ...	2142
	RIGHT	479	OUT ...	1870
WEST	LEFT	266	WESTBOUND	
BOUND	THRU	758	IN ...	1926
	RIGHT	0	OUT ...	1545

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	285	287
BOUND	THRU	2	2
	RIGHT	278	318
EAST	LEFT	0	0
BOUND	THRU	537	1,261
	RIGHT	479	902
WEST	LEFT	266	377
BOUND	THRU	758	1,560
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	541	NORTHBOUND	
BOUND	THRU	4	IN ...	1,174
	RIGHT	542	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	539
EAST	LEFT	203	EASTBOUND	
BOUND	THRU	635	IN ...	1,561
	RIGHT	0	OUT ...	1,917
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	474	IN ...	1,490
	RIGHT	180	OUT ...	1,768

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	541	673
BOUND	THRU	4	4
	RIGHT	542	542
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	203	288
BOUND	THRU	635	1,273
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	474	1,252
	RIGHT	180	248

20. Corydon Road at Palomar Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	3	NORTHBOUND	
BOUND	THRU	399	IN ...	1,176
	RIGHT	50	OUT ...	1,256
SOUTH	LEFT	25	SOUTHBOUND	
BOUND	THRU	460	IN ...	1,020
	RIGHT	172	OUT ...	938
EAST	LEFT	197	EASTBOUND	
BOUND	THRU	27	IN ...	236
	RIGHT	6	OUT ...	297
WEST	LEFT	18	WESTBOUND	
BOUND	THRU	17	IN ...	689
	RIGHT	19	OUT ...	630

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	3	7
BOUND	THRU	399	689
	RIGHT	50	465
SOUTH	LEFT	25	71
BOUND	THRU	460	834
	RIGHT	172	172
EAST	LEFT	197	197
BOUND	THRU	27	94
	RIGHT	6	13
WEST	LEFT	18	409
BOUND	THRU	17	160
	RIGHT	19	126

21. Mission Trail at Palomar Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	26	NORTHBOUND	
BOUND	THRU	253	IN ...	1,360
	RIGHT	0	OUT ...	1,202
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	252	IN ...	760
	RIGHT	136	OUT ...	712
EAST	LEFT	47	EASTBOUND	
BOUND	THRU	0	IN ...	600
	RIGHT	8	OUT ...	806
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	26	694
BOUND	THRU	253	627
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	252	674
	RIGHT	136	136
EAST	LEFT	47	89
BOUND	THRU	0	0
	RIGHT	8	530
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	21	NORTHBOUND	
BOUND	THRU	1	IN ...	387
	RIGHT	1	OUT ...	866
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	3	IN ...	332
	RIGHT	97	OUT ...	176
EAST	LEFT	70	EASTBOUND	
BOUND	THRU	450	IN ...	1,359
	RIGHT	41	OUT ...	1,608
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	745	IN ...	1,675
	RIGHT	1	OUT ...	1,102

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	21	167
BOUND	THRU	1	78
	RIGHT	1	141
SOUTH	LEFT	3	41
BOUND	THRU	3	224
	RIGHT	97	97
EAST	LEFT	70	79
BOUND	THRU	450	923
	RIGHT	41	462
WEST	LEFT	1	179
BOUND	THRU	745	1,367
	RIGHT	1	18

23. Corydon Road at Grand Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	2	IN ...	60
	RIGHT	1	OUT ...	55
SOUTH	LEFT	49	SOUTHBOUND	
BOUND	THRU	2	IN ...	1,155
	RIGHT	332	OUT ...	1,039
EAST	LEFT	283	EASTBOUND	
BOUND	THRU	276	IN ...	1,220
	RIGHT	1	OUT ...	1,433
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	178	IN ...	397
	RIGHT	30	OUT ...	306

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	17
BOUND	THRU	2	38
	RIGHT	1	5
SOUTH	LEFT	49	49
BOUND	THRU	2	32
	RIGHT	332	1,087
EAST	LEFT	283	943
BOUND	THRU	276	276
	RIGHT	1	14
WEST	LEFT	1	9
BOUND	THRU	178	330
	RIGHT	30	61

24. Grape Street at I-15 NB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	193	NORTHBOUND	
BOUND	THRU	631	IN ...	965
	RIGHT	0	OUT ...	693
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	341	IN ...	1,374
	RIGHT	428	OUT ...	1,747
EAST	LEFT	748	EASTBOUND	
BOUND	THRU	0	IN ...	1,217
	RIGHT	175	OUT ...	1,120
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	193	245
BOUND	THRU	631	721
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	341	501
	RIGHT	428	896
EAST	LEFT	748	1,080
BOUND	THRU	0	0
	RIGHT	175	192
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	58	IN ...	363
	RIGHT	13	OUT ...	408
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	77	IN ...	689
	RIGHT	0	OUT ...	578
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	17	WESTBOUND	
BOUND	THRU	0	IN ...	320
	RIGHT	2	OUT ...	385

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	58	318
	RIGHT	13	54
SOUTH	LEFT	3	331
BOUND	THRU	77	341
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	17	67
BOUND	THRU	0	0
	RIGHT	2	260

26. "A" Street at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	348
	RIGHT	6	OUT ...	421
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	16	IN ...	386
	RIGHT	1	OUT ...	319
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	17	IN ...	50
	RIGHT	0	OUT ...	46

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	304
BOUND	THRU	0	0
	RIGHT	6	30
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	16	16
	RIGHT	1	386
WEST	LEFT	6	35
BOUND	THRU	17	17
	RIGHT	0	0

27. "A" Street at Victorian Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5	IN ...	212
	RIGHT	4	OUT ...	192
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	7	IN ...	217
	RIGHT	0	OUT ...	239
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	5	WESTBOUND	
BOUND	THRU	0	IN ...	32
	RIGHT	1	OUT ...	32

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5	217
	RIGHT	4	13
SOUTH	LEFT	1	19
BOUND	THRU	7	181
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	5	11
BOUND	THRU	0	0
	RIGHT	1	22

28. "A" Street at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	6	SOUTHBOUND	
BOUND	THRU	0	IN ...	192
	RIGHT	6	OUT ...	213
EAST	LEFT	6	EASTBOUND	
BOUND	THRU	154	IN ...	607
	RIGHT	0	OUT ...	380
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	89	IN ...	583
	RIGHT	4	OUT ...	787

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	6	180
BOUND	THRU	0	0
	RIGHT	6	20
EAST	LEFT	6	30
BOUND	THRU	154	607
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	89	360
	RIGHT	4	183

29. Lucerne Street at Sylvester Street**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	92	IN ...	695
	RIGHT	3	OUT ...	931
SOUTH	LEFT	4	SOUTHBOUND	
BOUND	THRU	176	IN ...	834
	RIGHT	0	OUT ...	584
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	0	IN ...	26
	RIGHT	3	OUT ...	38

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	92	580
	RIGHT	3	32
SOUTH	LEFT	4	6
BOUND	THRU	176	908
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	3	23
BOUND	THRU	0	0
	RIGHT	3	4

30. Stoneman Street at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	54	NORTHBOUND	
BOUND	THRU	0	IN ...	351
	RIGHT	167	OUT ...	537
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	53	IN ...	655
	RIGHT	111	OUT ...	283
WEST	LEFT	151	WESTBOUND	
BOUND	THRU	23	IN ...	502
	RIGHT	0	OUT ...	686

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	54	90
BOUND	THRU	0	0
	RIGHT	167	261
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	53	425
	RIGHT	111	229
WEST	LEFT	151	308
BOUND	THRU	23	193
	RIGHT	0	0

1. Railroad Canyon Road at Summerhill Lane/Grape Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	149	NORTHBOUND	
BOUND	THRU	635	IN ...	2766
	RIGHT	575	OUT ...	2929
SOUTH	LEFT	680	SOUTHBOUND	
BOUND	THRU	736	IN ...	2844
	RIGHT	124	OUT ...	2221
EAST	LEFT	111	EASTBOUND	
BOUND	THRU	343	IN ...	1427
	RIGHT	140	OUT ...	1255
WEST	LEFT	335	WESTBOUND	
BOUND	THRU	338	IN ...	1654
	RIGHT	549	OUT ...	2300

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	149	469
BOUND	THRU	635	1,512
	RIGHT	575	1,759
SOUTH	LEFT	680	764
BOUND	THRU	736	1,864
	RIGHT	124	273
EAST	LEFT	111	268
BOUND	THRU	343	613
	RIGHT	140	548
WEST	LEFT	335	797
BOUND	THRU	338	513
	RIGHT	549	575

3. Diamond Drive at I-15 SB Ramps

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	407	IN ...	2,420
	RIGHT	135	OUT ...	2,619
SOUTH	LEFT	567	SOUTHBOUND	
BOUND	THRU	645	IN ...	2,804
	RIGHT	0	OUT ...	2,534
EAST	LEFT	679	EASTBOUND	
BOUND	THRU	5	IN ...	1,157
	RIGHT	288	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1,168

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	407	2,884
	RIGHT	135	473
SOUTH	LEFT	567	692
BOUND	THRU	645	2,377
	RIGHT	0	0
EAST	LEFT	679	679
BOUND	THRU	5	5
	RIGHT	288	848
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	182	NORTHBOUND	
BOUND	THRU	335	IN ...	2,752
	RIGHT	40	OUT ...	2,579
SOUTH	LEFT	191	SOUTHBOUND	
BOUND	THRU	429	IN ...	2,535
	RIGHT	253	OUT ...	2,366
EAST	LEFT	155	EASTBOUND	
BOUND	THRU	184	IN ...	1,571
	RIGHT	131	OUT ...	1,434
WEST	LEFT	20	WESTBOUND	
BOUND	THRU	113	IN ...	453
	RIGHT	45	OUT ...	905

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	182	767
BOUND	THRU	335	2,772
	RIGHT	40	168
SOUTH	LEFT	191	326
BOUND	THRU	429	2,375
	RIGHT	253	434
EAST	LEFT	155	445
BOUND	THRU	184	412
	RIGHT	131	709
WEST	LEFT	20	99
BOUND	THRU	113	233
	RIGHT	45	119

5. Lucerne Street at Lakeshore Drive

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	8	NORTHBOUND	
BOUND	THRU	0	IN ...	509
	RIGHT	55	OUT ...	637
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	301	IN ...	1,358
	RIGHT	41	OUT ...	1,341
WEST	LEFT	44	WESTBOUND	
BOUND	THRU	293	IN ...	1,470
	RIGHT	0	OUT ...	1,441

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	8	102
BOUND	THRU	0	0
	RIGHT	55	416
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	301	1,032
	RIGHT	41	355
WEST	LEFT	44	282
BOUND	THRU	293	1,256
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	51	NORTHBOUND	
BOUND	THRU	127	IN ...	1,328
	RIGHT	93	OUT ...	1,291
SOUTH	LEFT	482	SOUTHBOUND	
BOUND	THRU	105	IN ...	2,687
	RIGHT	155	OUT ...	2,848
EAST	LEFT	167	EASTBOUND	
BOUND	THRU	258	IN ...	1,326
	RIGHT	22	OUT ...	1,208
WEST	LEFT	118	WESTBOUND	
BOUND	THRU	203	IN ...	1,504
	RIGHT	400	OUT ...	1,582

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	51	221
BOUND	THRU	127	1,637
	RIGHT	93	173
SOUTH	LEFT	482	1,071
BOUND	THRU	105	1,509
	RIGHT	155	741
EAST	LEFT	167	894
BOUND	THRU	258	338
	RIGHT	22	119
WEST	LEFT	118	287
BOUND	THRU	203	263
	RIGHT	400	1,287

7. Diamond Drive at Campbell Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	232	IN ...	1,675
	RIGHT	19	OUT ...	1,126
SOUTH	LEFT	38	SOUTHBOUND	
BOUND	THRU	128	IN ...	1,039
	RIGHT	0	OUT ...	1,631
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	19	WESTBOUND	
BOUND	THRU	0	IN ...	84
	RIGHT	65	OUT ...	57

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	232	2,271
	RIGHT	19	30
SOUTH	LEFT	38	38
BOUND	THRU	128	1,829
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	19	61
BOUND	THRU	0	0
	RIGHT	65	65

8. Mission Trail at Campbell Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	612	IN ...	1,437
	RIGHT	15	OUT ...	1,445
SOUTH	LEFT	34	SOUTHBOUND	
BOUND	THRU	664	IN ...	1,477
	RIGHT	23	OUT ...	1,445
EAST	LEFT	20	EASTBOUND	
BOUND	THRU	3	IN ...	43
	RIGHT	20	OUT ...	34
WEST	LEFT	7	WESTBOUND	
BOUND	THRU	1	IN ...	15
	RIGHT	7	OUT ...	52

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	10	33
BOUND	THRU	612	1,730
	RIGHT	15	16
SOUTH	LEFT	34	34
BOUND	THRU	664	1,417
	RIGHT	23	23
EAST	LEFT	20	21
BOUND	THRU	3	3
	RIGHT	20	21
WEST	LEFT	7	7
BOUND	THRU	1	1
	RIGHT	7	7

9. Diamond Drive at Malaga Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	5	NORTHBOUND	
BOUND	THRU	142	IN ...	685
	RIGHT	26	OUT ...	760
SOUTH	LEFT	8	SOUTHBOUND	
BOUND	THRU	140	IN ...	804
	RIGHT	2	OUT ...	751
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	5	IN ...	32
	RIGHT	3	OUT ...	33
WEST	LEFT	61	WESTBOUND	
BOUND	THRU	5	IN ...	205
	RIGHT	19	OUT ...	141

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	5	8
BOUND	THRU	142	635
	RIGHT	26	58
SOUTH	LEFT	8	1,043
BOUND	THRU	140	688
	RIGHT	2	14
EAST	LEFT	4	18
BOUND	THRU	5	11
	RIGHT	3	3
WEST	LEFT	61	86
BOUND	THRU	5	10
	RIGHT	19	104

10. Mission Trail at Malaga Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	76	NORTHBOUND	
BOUND	THRU	474	IN ...	1684
	RIGHT	69	OUT ...	1853
SOUTH	LEFT	50	SOUTHBOUND	
BOUND	THRU	644	IN ...	1700
	RIGHT	21	OUT ...	1514
EAST	LEFT	17	EASTBOUND	
BOUND	THRU	10	IN ...	172
	RIGHT	26	OUT ...	285
WEST	LEFT	92	WESTBOUND	
BOUND	THRU	41	IN ...	185
	RIGHT	52	OUT ...	129

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	76	207
BOUND	THRU	474	1,440
	RIGHT	69	76
SOUTH	LEFT	50	50
BOUND	THRU	644	1,648
	RIGHT	21	42
EAST	LEFT	17	360
BOUND	THRU	10	13
	RIGHT	26	772
WEST	LEFT	92	102
BOUND	THRU	41	41
	RIGHT	52	52

11. Mission Trail at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	5	NORTHBOUND	
BOUND	THRU	539	IN ...	1,496
	RIGHT	129	OUT ...	1,336
SOUTH	LEFT	39	SOUTHBOUND	
BOUND	THRU	539	IN ...	1,326
	RIGHT	6	OUT ...	1,500
EAST	LEFT	8	EASTBOUND	
BOUND	THRU	6	IN ...	67
	RIGHT	8	OUT ...	66
WEST	LEFT	119	WESTBOUND	
BOUND	THRU	9	IN ...	305
	RIGHT	61	OUT ...	305

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	5	14
BOUND	THRU	539	1,357
	RIGHT	129	190
SOUTH	LEFT	39	100
BOUND	THRU	539	1,846
	RIGHT	6	29
EAST	LEFT	8	34
BOUND	THRU	6	15
	RIGHT	8	18
WEST	LEFT	119	141
BOUND	THRU	9	23
	RIGHT	61	141

12. Mission Trail at Victorian Lane

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	676	IN ...	1,516
	RIGHT	2	OUT ...	1,373
SOUTH	LEFT	5	SOUTHBOUND	
BOUND	THRU	660	IN ...	1,343
	RIGHT	1	OUT ...	1,495
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	40
	RIGHT	2	OUT ...	40
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	2	IN ...	53
	RIGHT	3	OUT ...	36

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	8
BOUND	THRU	676	1,506
	RIGHT	2	8
SOUTH	LEFT	5	16
BOUND	THRU	660	2,009
	RIGHT	1	6
EAST	LEFT	2	12
BOUND	THRU	1	12
	RIGHT	2	16
WEST	LEFT	4	17
BOUND	THRU	2	26
	RIGHT	3	10

13. Mission Trail at Lemon Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	633	IN ...	1,492
	RIGHT	38	OUT ...	1,323
SOUTH	LEFT	35	SOUTHBOUND	
BOUND	THRU	613	IN ...	1,334
	RIGHT	0	OUT ...	1,480
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	25	WESTBOUND	
BOUND	THRU	0	IN ...	296
	RIGHT	31	OUT ...	306

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	633	1,352
	RIGHT	38	166
SOUTH	LEFT	35	140
BOUND	THRU	613	1,859
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	25	133
BOUND	THRU	0	0
	RIGHT	31	161

14. Mission Trail at Corydon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	127	NORTHBOUND	
BOUND	THRU	303	IN ...	932
	RIGHT	0	OUT ...	962
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	333	IN ...	1,329
	RIGHT	303	OUT ...	1,455
EAST	LEFT	340	EASTBOUND	
BOUND	THRU	0	IN ...	779
	RIGHT	158	OUT ...	698
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	127	145
BOUND	THRU	303	843
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	333	1,449
	RIGHT	303	570
EAST	LEFT	340	645
BOUND	THRU	0	0
	RIGHT	158	165
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	4	NORTHBOUND	
BOUND	THRU	412	IN ...	1,182
	RIGHT	267	OUT ...	1,090
SOUTH	LEFT	37	SOUTHBOUND	
BOUND	THRU	332	IN ...	645
	RIGHT	1	OUT ...	754
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	79	IN ...	515
	RIGHT	9	OUT ...	475
WEST	LEFT	303	WESTBOUND	
BOUND	THRU	63	IN ...	740
	RIGHT	44	OUT ...	736

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	4	80
BOUND	THRU	412	719
	RIGHT	267	346
SOUTH	LEFT	37	37
BOUND	THRU	332	642
	RIGHT	1	10
EAST	LEFT	3	19
BOUND	THRU	79	366
	RIGHT	9	120
WEST	LEFT	303	345
BOUND	THRU	63	385
	RIGHT	44	44

16. Mission Trail at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	61	NORTHBOUND	
BOUND	THRU	115	IN ...	585
	RIGHT	110	OUT ...	576
SOUTH	LEFT	264	SOUTHBOUND	
BOUND	THRU	139	IN ...	879
	RIGHT	39	OUT ...	899
EAST	LEFT	39	EASTBOUND	
BOUND	THRU	230	IN ...	685
	RIGHT	65	OUT ...	640
WEST	LEFT	119	WESTBOUND	
BOUND	THRU	212	IN ...	1,117
	RIGHT	234	OUT ...	1,160

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	61	128
BOUND	THRU	115	285
	RIGHT	110	187
SOUTH	LEFT	264	1,138
BOUND	THRU	139	300
	RIGHT	39	95
EAST	LEFT	39	107
BOUND	THRU	230	454
	RIGHT	65	125
WEST	LEFT	119	184
BOUND	THRU	212	417
	RIGHT	234	532

17. Orange Street at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	16	NORTHBOUND	
BOUND	THRU	36	IN ...	525
	RIGHT	170	OUT ...	329
SOUTH	LEFT	179	SOUTHBOUND	
BOUND	THRU	25	IN ...	246
	RIGHT	16	OUT ...	151
EAST	LEFT	43	EASTBOUND	
BOUND	THRU	615	IN ...	1163
	RIGHT	21	OUT ...	1085
WEST	LEFT	140	WESTBOUND	
BOUND	THRU	576	IN ...	1312
	RIGHT	59	OUT ...	1676

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	16	48
BOUND	THRU	36	54
	RIGHT	170	420
SOUTH	LEFT	179	191
BOUND	THRU	25	33
	RIGHT	16	21
EAST	LEFT	43	45
BOUND	THRU	615	1,684
	RIGHT	21	45
WEST	LEFT	140	251
BOUND	THRU	576	1,029
	RIGHT	59	59

18. I-15 SB Ramps at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	979
SOUTH	LEFT	156	SOUTHBOUND	
BOUND	THRU	3	IN ...	512
	RIGHT	167	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	411	IN ...	1659
	RIGHT	545	OUT ...	1345
WEST	LEFT	282	WESTBOUND	
BOUND	THRU	633	IN ...	1435
	RIGHT	0	OUT ...	1283

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	156	280
BOUND	THRU	3	3
	RIGHT	167	230
EAST	LEFT	0	0
BOUND	THRU	411	1,037
	RIGHT	545	1,242
WEST	LEFT	282	320
BOUND	THRU	633	1,128
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	406	NORTHBOUND	
BOUND	THRU	3	IN ...	851
	RIGHT	296	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	728
EAST	LEFT	171	EASTBOUND	
BOUND	THRU	399	IN ...	1,282
	RIGHT	0	OUT ...	1,423
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	500	IN ...	1,342
	RIGHT	232	OUT ...	1,250

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	406	486
BOUND	THRU	3	3
	RIGHT	296	343
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	171	348
BOUND	THRU	399	941
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	500	950
	RIGHT	232	377

20. Corydon Road at Palomar Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	3	NORTHBOUND	
BOUND	THRU	587	IN ...	1,163
	RIGHT	7	OUT ...	907
SOUTH	LEFT	16	SOUTHBOUND	
BOUND	THRU	442	IN ...	745
	RIGHT	122	OUT ...	937
EAST	LEFT	145	EASTBOUND	
BOUND	THRU	4	IN ...	254
	RIGHT	2	OUT ...	199
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	5	IN ...	512
	RIGHT	14	OUT ...	381

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	3	18
BOUND	THRU	587	761
	RIGHT	7	241
SOUTH	LEFT	16	52
BOUND	THRU	442	601
	RIGHT	122	122
EAST	LEFT	145	145
BOUND	THRU	4	87
	RIGHT	2	18
WEST	LEFT	6	305
BOUND	THRU	5	111
	RIGHT	14	65

21. Mission Trail at Palomar Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	203	IN ...	1,134
	RIGHT	0	OUT ...	964
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	225	IN ...	534
	RIGHT	52	OUT ...	616
EAST	LEFT	71	EASTBOUND	
BOUND	THRU	0	IN ...	657
	RIGHT	15	OUT ...	630
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	10	542
BOUND	THRU	203	525
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	225	463
	RIGHT	52	88
EAST	LEFT	71	104
BOUND	THRU	0	0
	RIGHT	15	534
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	4	NORTHBOUND	
BOUND	THRU	1	IN ...	196
	RIGHT	1	OUT ...	140
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	1	IN ...	429
	RIGHT	25	OUT ...	534
EAST	LEFT	38	EASTBOUND	
BOUND	THRU	428	IN ...	1,088
	RIGHT	4	OUT ...	1,137
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	503	IN ...	1,038
	RIGHT	4	OUT ...	1,006

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	4	27
BOUND	THRU	1	137
	RIGHT	1	42
SOUTH	LEFT	1	64
BOUND	THRU	1	96
	RIGHT	25	262
EAST	LEFT	38	263
BOUND	THRU	428	908
	RIGHT	4	13
WEST	LEFT	2	31
BOUND	THRU	503	864
	RIGHT	4	135

23. Corydon Road at Grand Avenue

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	89
	RIGHT	1	OUT ...	50
SOUTH	LEFT	28	SOUTHBOUND	
BOUND	THRU	2	IN ...	1,000
	RIGHT	403	OUT ...	996
EAST	LEFT	417	EASTBOUND	
BOUND	THRU	97	IN ...	997
	RIGHT	1	OUT ...	1,008
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	54	IN ...	65
	RIGHT	24	OUT ...	123

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	32
BOUND	THRU	1	43
	RIGHT	1	15
SOUTH	LEFT	28	31
BOUND	THRU	2	33
	RIGHT	403	955
EAST	LEFT	417	937
BOUND	THRU	97	97
	RIGHT	1	12
WEST	LEFT	1	5
BOUND	THRU	54	54
	RIGHT	24	24

24. Grape Street at I-15 NB Ramps

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	288	NORTHBOUND	
BOUND	THRU	650	IN ...	1,112
	RIGHT	0	OUT ...	521
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	280	IN ...	1,494
	RIGHT	516	OUT ...	1,610
EAST	LEFT	585	EASTBOUND	
BOUND	THRU	0	IN ...	993
	RIGHT	130	OUT ...	1,471
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	288	363
BOUND	THRU	650	750
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	280	387
	RIGHT	516	1,944
EAST	LEFT	585	1,088
BOUND	THRU	0	0
	RIGHT	130	134
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	62	IN ...	328
	RIGHT	15	OUT ...	308
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	59	IN ...	581
	RIGHT	0	OUT ...	583
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	14	WESTBOUND	
BOUND	THRU	0	IN ...	394
	RIGHT	3	OUT ...	410

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	62	254
	RIGHT	15	76
SOUTH	LEFT	3	334
BOUND	THRU	59	239
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	14	69
BOUND	THRU	0	0
	RIGHT	3	329

26. "A" Street at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	443
	RIGHT	4	OUT ...	459
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	16	IN ...	410
	RIGHT	2	OUT ...	393
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	15	IN ...	65
	RIGHT	0	OUT ...	66

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	1	370
BOUND	THRU	0	0
	RIGHT	4	50
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	16	16
	RIGHT	2	416
WEST	LEFT	4	43
BOUND	THRU	15	23
	RIGHT	0	0

27. "A" Street at Victorian Lane

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4	IN ...	213
	RIGHT	4	OUT ...	210
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	244
	RIGHT	0	OUT ...	247
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	0	IN ...	41
	RIGHT	1	OUT ...	40

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	4	219
	RIGHT	4	9
SOUTH	LEFT	1	31
BOUND	THRU	2	196
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	4	14
BOUND	THRU	0	0
	RIGHT	1	28

28. "A" Street at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	0	IN ...	210
	RIGHT	3	OUT ...	212
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	50	IN ...	231
	RIGHT	0	OUT ...	250
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	61	IN ...	458
	RIGHT	3	OUT ...	435

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	3	209
BOUND	THRU	0	0
	RIGHT	3	13
EAST	LEFT	4	19
BOUND	THRU	50	226
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	61	237
	RIGHT	3	193

29. Lucerne Street at Sylvester Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	78	IN ...	682
	RIGHT	3	OUT ...	700
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	78	IN ...	583
	RIGHT	0	OUT ...	564
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	21
	RIGHT	1	OUT ...	26

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	78	562
	RIGHT	3	23
SOUTH	LEFT	3	3
BOUND	THRU	78	678
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	22
BOUND	THRU	0	0
	RIGHT	1	2

30. Stoneman Street at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	55	NORTHBOUND	
BOUND	THRU	0	IN ...	454
	RIGHT	110	OUT ...	461
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	15	IN ...	313
	RIGHT	47	OUT ...	307
WEST	LEFT	110	WESTBOUND	
BOUND	THRU	17	IN ...	449
	RIGHT	0	OUT ...	450

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	55	159
BOUND	THRU	0	0
	RIGHT	110	297
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	15	153
	RIGHT	47	160
WEST	LEFT	110	301
BOUND	THRU	17	148
	RIGHT	0	0

APPENDIX C-VIII

**YEAR 2040 WITH ADOPTED SPECIFIC PLAN
ROADWAY SEGMENT VOLUMES**

1. Grape Street, east of Railroad Canyon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	33093	IN ...	44238
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	44238
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	33,093	44,238
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

2. Railroad Canyon Road, between Summerhill Dr/Grape St & Lakeshore Dr/Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13119	IN ...	46144
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	46144
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,119	47,181
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

3. Lucerne Street, south of Lakeshore Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2005	IN ...	13,145
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	13,145
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,005	13,145
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Casino Drive, east of Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5940	IN ...	12,291
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	12,291
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,940	12,291
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

5. Diamond Drive, between Lakeshore Dr/Mission Trail & Campbell Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5742	IN ...	25,199
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	25,199
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,742	26,642
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

6. Diamond Drive, between Campbell Street & Malaga Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4096	IN ...	16,159
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16,159
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	4,096	16,884
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

7. Mission Trail, between Diamond Drive & Campbell Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	17920	IN ...	37,462
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	37,462
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	17,920	37,889
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

8. Mission Trail, between Campbell Street & Malaga Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14786	IN ...	36,959
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	36,959
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,786	37,389
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

9. Malaga Road, between Diamond Drive & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1194	IN ...	3547
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3547
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,194	4,264
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

10. Malaga Road, east of Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2740	IN ...	2776
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2776
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,740	2,776
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

11. Diamond Drive, north of Summerly Place

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1643	IN ...	11,903
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	11,903
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,643	11,934
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

12. Mission Trail, between Malaga Road & Olive Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	15055	IN ...	38,949
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	38,949
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	15,055	39,372
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

13. Olive Street, between Mission Trail & Grape Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3574	IN ...	5,824
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,824
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,574	5,824
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

14. Mission Trail, between Olive Street & Victorian Lane

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16877	IN ...	34,747
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	34,747
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,877	35,170
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Mission Trail, between Victorian Lane & Lemon Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16988	IN ...	35,441
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	35,441
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,988	35,864
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Lemon Street, between Mission Trail & Grape Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2135	IN ...	7,267
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7,267
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,135	7,267
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

17. Corydon Road, between Mission Trail & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13163	IN ...	20209
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20209
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,163	20,240
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

18. Cereal Street, west of Corydon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1694	IN ...	11588
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	11588
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,694	11,588
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

19. Mission Trail, between Corydon Road & Bundy Canyon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12157	IN ...	24,326
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	24,326
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,157	24,718
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

20. Bundy Canyon Road, between Mission Trail & I-15 SB Ramps

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14175	IN ...	33,323
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	33,323
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,175	33,669
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

21. Corydon Road, between Cereal Street & Palomar Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	17887	IN ...	32,143
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	32,143
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	17,887	32,174
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Mission Trail, between Bundy Canyon Road & Palomar Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	8590	IN ...	16,162
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16,162
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	8,590	16,208
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

23. Palomar Street, between Corydon Road & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1306	IN ...	13,718
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	13,718
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,306	13,718
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

24. Stoneman Street, north of Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2621	IN ...	7,233
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7,233
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,621	7,233
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Skylark Drive, north of Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	856	IN ...	1065
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1065
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	856	1,065
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

26. Corydon Road, between Palomar Street & Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11713	IN ...	27726
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	27726
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,713	27,757
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

27. Sylvester Street, between Lucerne Street & Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	112	IN ...	649
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	649
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	112	649
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

28. Lucerne Street, between Sylvester Street & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2230	IN ...	11,487
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	11,487
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,230	11,487
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

29. Cereal Street, between Lucerne Street & Stoneman Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1912	IN ...	7,941
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7,941
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,912	7,941
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

30. Cereal Street, between Stoneman Street & Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3234	IN ...	10,158
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10,158
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,234	10,158
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

31. Diamond Drive, between Olive Street & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1645	IN ...	7005
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7005
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,645	7,005
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

32. Bundy Canyon Road, between Corydon Road & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	7706	IN ...	20093
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20093
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	7,706	20,093
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

1. Grape Street, east of Railroad Canyon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	39329	IN ...	52557
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	52557
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	39,329	52,557
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

2. Railroad Canyon Road, between Summerhill Dr/Grape St & Lakeshore Dr/Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13276	IN ...	48601
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	48601
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,276	52,096
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

3. Lucerne Street, south of Lakeshore Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1780	IN ...	13,658
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	13,658
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,780	13,658
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Casino Drive, east of Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5541	IN ...	11,468
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	11,468
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,541	11,468
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

5. Diamond Drive, between Lakeshore Dr/Mission Trail & Campbell Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5485	IN ...	25,546
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	25,546
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,485	29,203
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

6. Diamond Drive, between Campbell Street & Malaga Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4184	IN ...	17,737
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	17,737
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	4,184	18,435
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

7. Mission Trail, between Diamond Drive & Campbell Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	15595	IN ...	35,927
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	35,927
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	15,595	36,345
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

8. Mission Trail, between Campbell Street & Malaga Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	15317	IN ...	39,886
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	39,886
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	15,317	40,311
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

9. Malaga Road, between Diamond Drive & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1216	IN ...	3664
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3664
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,216	4,358
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

10. Malaga Road, east of Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2934	IN ...	2973
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2973
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,934	2,973
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

11. Diamond Drive, north of Summerly Place

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1486	IN ...	12,960
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	12,960
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,486	12,976
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

12. Mission Trail, between Malaga Road & Olive Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14554	IN ...	40,106
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	40,106
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,554	40,452
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

13. Olive Street, between Mission Trail & Grape Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3453	IN ...	5,769
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,769
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,453	5,769
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

14. Mission Trail, between Olive Street & Victorian Lane

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	15985	IN ...	34,238
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	34,238
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	15,985	34,584
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Mission Trail, between Victorian Lane & Lemon Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16080	IN ...	34,997
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	34,997
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,080	35,343
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Lemon Street, between Mission Trail & Grape Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1973	IN ...	6,945
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,945
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,973	6,945
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

17. Corydon Road, between Mission Trail & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12124	IN ...	19744
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	19744
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,124	19,760
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

18. Cereal Street, west of Corydon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2707	IN ...	14785
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	14785
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,707	14,785
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

19. Mission Trail, between Corydon Road & Bundy Canyon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	10729	IN ...	22,005
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	22,005
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	10,729	22,336
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

20. Bundy Canyon Road, between Mission Trail & I-15 SB Ramps

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13199	IN ...	33,056
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	33,056
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,199	33,355
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

21. Corydon Road, between Cereal Street & Palomar Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16573	IN ...	31,987
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	31,987
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,573	32,003
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Mission Trail, between Bundy Canyon Road & Palomar Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	7363	IN ...	14,600
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	14,600
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	7,363	14,631
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

23. Palomar Street, between Corydon Road & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1112	IN ...	12,059
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	12,059
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,112	12,059
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

24. Stoneman Street, north of Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2496	IN ...	7,383
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7,383
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,496	7,383
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Skylark Drive, north of Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	922	IN ...	1146
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1146
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	922	1,146
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

26. Corydon Road, between Palomar Street & Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	10873	IN ...	26043
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	26043
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	10,873	26,059
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

27. Sylvester Street, between Lucerne Street & Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	106	IN ...	736
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	736
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	106	736
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

28. Lucerne Street, between Sylvester Street & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2112	IN ...	12,491
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	12,491
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,112	12,491
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

29. Cereal Street, between Lucerne Street & Stoneman Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1811	IN ...	8,350
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	8,350
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,811	8,350
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

30. Cereal Street, between Stoneman Street & Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3064	IN ...	10,574
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10,574
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,064	10,574
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

31. Diamond Drive, between Olive Street & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1559	IN ...	7437
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	7437
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,559	7,437
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

32. Bundy Canyon Road, between Corydon Road & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	7300	IN ...	21117
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	21117
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	7,300	21,117
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

APPENDIX C-IX

**YEAR 2040 WITH ELSP PROJECT BUILDOUT
INTERSECTION VOLUMES**

1. Railroad Canyon Road at Summerhill Lane/Grape Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	144	NORTHBOUND	
BOUND	THRU	573	IN ...	2079
	RIGHT	271	OUT ...	2907
SOUTH	LEFT	473	SOUTHBOUND	
BOUND	THRU	1223	IN ...	2851
	RIGHT	360	OUT ...	1755
EAST	LEFT	176	EASTBOUND	
BOUND	THRU	211	IN ...	1183
	RIGHT	164	OUT ...	1405
WEST	LEFT	367	WESTBOUND	
BOUND	THRU	291	IN ...	1364
	RIGHT	347	OUT ...	1411

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	144	431
BOUND	THRU	573	1,100
	RIGHT	271	547
SOUTH	LEFT	473	473
BOUND	THRU	1,223	1,857
	RIGHT	360	529
EAST	LEFT	176	315
BOUND	THRU	211	396
	RIGHT	164	472
WEST	LEFT	367	585
BOUND	THRU	291	445
	RIGHT	347	347

3. Diamond Drive at I-15 SB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	220	IN ...	1,475
	RIGHT	75	OUT ...	1,821
SOUTH	LEFT	806	SOUTHBOUND	
BOUND	THRU	563	IN ...	2,524
	RIGHT	0	OUT ...	1,857
EAST	LEFT	544	EASTBOUND	
BOUND	THRU	2	IN ...	911
	RIGHT	249	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1,233

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	220	1,255
	RIGHT	75	224
SOUTH	LEFT	806	1,008
BOUND	THRU	563	1,519
	RIGHT	0	0
EAST	LEFT	544	602
BOUND	THRU	2	2
	RIGHT	249	316
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	149	NORTHBOUND	
BOUND	THRU	147	IN ...	1,791
	RIGHT	15	OUT ...	1,666
SOUTH	LEFT	84	SOUTHBOUND	
BOUND	THRU	244	IN ...	1,790
	RIGHT	453	OUT ...	1,481
EAST	LEFT	142	EASTBOUND	
BOUND	THRU	162	IN ...	1,018
	RIGHT	97	OUT ...	1,363
WEST	LEFT	5	WESTBOUND	
BOUND	THRU	137	IN ...	291
	RIGHT	12	OUT ...	376

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	149	607
BOUND	THRU	147	1,117
	RIGHT	15	64
SOUTH	LEFT	84	103
BOUND	THRU	244	1,167
	RIGHT	453	534
EAST	LEFT	142	328
BOUND	THRU	162	209
	RIGHT	97	481
WEST	LEFT	5	32
BOUND	THRU	137	222
	RIGHT	12	36

5. Lucerne Street at Lakeshore Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	33	NORTHBOUND	
BOUND	THRU	0	IN ...	758
	RIGHT	70	OUT ...	355
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	274	IN ...	852
	RIGHT	25	OUT ...	1,163
WEST	LEFT	26	WESTBOUND	
BOUND	THRU	122	IN ...	1,060
	RIGHT	0	OUT ...	1,152

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	33	324
BOUND	THRU	0	0
	RIGHT	70	434
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	274	718
	RIGHT	25	130
WEST	LEFT	26	225
BOUND	THRU	122	839
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	24	NORTHBOUND	
BOUND	THRU	112	IN ...	643
	RIGHT	34	OUT ...	594
SOUTH	LEFT	253	SOUTHBOUND	
BOUND	THRU	87	IN ...	1,828
	RIGHT	168	OUT ...	1,906
EAST	LEFT	125	EASTBOUND	
BOUND	THRU	194	IN ...	946
	RIGHT	27	OUT ...	1,079
WEST	LEFT	64	WESTBOUND	
BOUND	THRU	131	IN ...	1,124
	RIGHT	189	OUT ...	961

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	24	57
BOUND	THRU	112	542
	RIGHT	34	45
SOUTH	LEFT	253	652
BOUND	THRU	87	417
	RIGHT	168	769
EAST	LEFT	125	617
BOUND	THRU	194	264
	RIGHT	27	66
WEST	LEFT	64	127
BOUND	THRU	131	253
	RIGHT	189	747

7. Diamond Drive at Campbell Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	130	IN ...	609
	RIGHT	6	OUT ...	548
SOUTH	LEFT	25	SOUTHBOUND	
BOUND	THRU	130	IN ...	571
	RIGHT	0	OUT ...	632
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	0	IN ...	31
	RIGHT	29	OUT ...	31

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	130	603
	RIGHT	6	7
SOUTH	LEFT	25	25
BOUND	THRU	130	546
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	2	2
BOUND	THRU	0	0
	RIGHT	29	29

8. Mission Trail at Campbell Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	9	NORTHBOUND	
BOUND	THRU	371	IN ...	1,126
	RIGHT	6	OUT ...	890
SOUTH	LEFT	16	SOUTHBOUND	
BOUND	THRU	406	IN ...	911
	RIGHT	9	OUT ...	1,122
EAST	LEFT	7	EASTBOUND	
BOUND	THRU	1	IN ...	9
	RIGHT	1	OUT ...	19
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	1	IN ...	8
	RIGHT	4	OUT ...	23

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	9	11
BOUND	THRU	371	1,112
	RIGHT	6	8
SOUTH	LEFT	16	16
BOUND	THRU	406	886
	RIGHT	9	9
EAST	LEFT	7	8
BOUND	THRU	1	1
	RIGHT	1	1
WEST	LEFT	3	3
BOUND	THRU	1	1
	RIGHT	4	4

9. Diamond Drive at Malaga Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	159	IN ...	427
	RIGHT	10	OUT ...	200
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	96	IN ...	211
	RIGHT	4	OUT ...	512
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	1	IN ...	26
	RIGHT	1	OUT ...	34
WEST	LEFT	22	WESTBOUND	
BOUND	THRU	9	IN ...	127
	RIGHT	12	OUT ...	47

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	2	2
BOUND	THRU	159	410
	RIGHT	10	30
SOUTH	LEFT	1	12
BOUND	THRU	96	173
	RIGHT	4	13
EAST	LEFT	4	20
BOUND	THRU	1	6
	RIGHT	1	1
WEST	LEFT	22	26
BOUND	THRU	9	19
	RIGHT	12	82

10. Mission Trail at Malaga Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	28	NORTHBOUND	
BOUND	THRU	389	IN ...	1314
	RIGHT	56	OUT ...	906
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	304	IN ...	825
	RIGHT	8	OUT ...	1162
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	1	IN ...	50
	RIGHT	11	OUT ...	124
WEST	LEFT	54	WESTBOUND	
BOUND	THRU	4	IN ...	66
	RIGHT	8	OUT ...	66

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	28	98
BOUND	THRU	389	1,148
	RIGHT	56	59
SOUTH	LEFT	7	7
BOUND	THRU	304	810
	RIGHT	8	22
EAST	LEFT	3	9
BOUND	THRU	1	1
	RIGHT	11	40
WEST	LEFT	54	56
BOUND	THRU	4	4
	RIGHT	8	8

11. Mission Trail at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	4	NORTHBOUND	
BOUND	THRU	467	IN ...	1,388
	RIGHT	114	OUT ...	1,015
SOUTH	LEFT	10	SOUTHBOUND	
BOUND	THRU	429	IN ...	921
	RIGHT	4	OUT ...	1,311
EAST	LEFT	6	EASTBOUND	
BOUND	THRU	5	IN ...	19
	RIGHT	7	OUT ...	13
WEST	LEFT	103	WESTBOUND	
BOUND	THRU	7	IN ...	201
	RIGHT	22	OUT ...	189

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	4	4
BOUND	THRU	467	1,251
	RIGHT	114	165
SOUTH	LEFT	10	20
BOUND	THRU	429	870
	RIGHT	4	4
EAST	LEFT	6	9
BOUND	THRU	5	5
	RIGHT	7	7
WEST	LEFT	103	139
BOUND	THRU	7	7
	RIGHT	22	53

12. Mission Trail at Victorian Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	584	IN ...	1,427
	RIGHT	10	OUT ...	1,000
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	534	IN ...	1,014
	RIGHT	2	OUT ...	1,391
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	9
	RIGHT	2	OUT ...	5
WEST	LEFT	7	WESTBOUND	
BOUND	THRU	1	IN ...	27
	RIGHT	2	OUT ...	81

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	584	1,383
	RIGHT	10	64
SOUTH	LEFT	2	13
BOUND	THRU	534	979
	RIGHT	2	2
EAST	LEFT	2	3
BOUND	THRU	1	4
	RIGHT	2	2
WEST	LEFT	7	18
BOUND	THRU	1	2
	RIGHT	2	7

13. Mission Trail at Lemon Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	567	IN ...	1,512
	RIGHT	81	OUT ...	985
SOUTH	LEFT	50	SOUTHBOUND	
BOUND	THRU	475	IN ...	976
	RIGHT	0	OUT ...	1,417
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	30	WESTBOUND	
BOUND	THRU	0	IN ...	226
	RIGHT	26	OUT ...	311

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	567	1,311
	RIGHT	81	205
SOUTH	LEFT	50	106
BOUND	THRU	475	867
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	30	118
BOUND	THRU	0	0
	RIGHT	26	108

14. Mission Trail at Corydon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	188	NORTHBOUND	
BOUND	THRU	326	IN ...	1,181
	RIGHT	0	OUT ...	843
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	301	IN ...	988
	RIGHT	207	OUT ...	1,499
EAST	LEFT	309	EASTBOUND	
BOUND	THRU	0	IN ...	702
	RIGHT	171	OUT ...	529
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	188	218
BOUND	THRU	326	969
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	301	672
	RIGHT	207	311
EAST	LEFT	309	532
BOUND	THRU	0	0
	RIGHT	171	171
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	2	NORTHBOUND	
BOUND	THRU	479	IN ...	1,287
	RIGHT	230	OUT ...	767
SOUTH	LEFT	22	SOUTHBOUND	
BOUND	THRU	342	IN ...	507
	RIGHT	2	OUT ...	730
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	36	IN ...	292
	RIGHT	1	OUT ...	257
WEST	LEFT	190	WESTBOUND	
BOUND	THRU	74	IN ...	466
	RIGHT	18	OUT ...	798

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	2	17
BOUND	THRU	479	706
	RIGHT	230	520
SOUTH	LEFT	22	22
BOUND	THRU	342	507
	RIGHT	2	7
EAST	LEFT	3	14
BOUND	THRU	36	258
	RIGHT	1	12
WEST	LEFT	190	249
BOUND	THRU	74	232
	RIGHT	18	18

16. Mission Trail at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	69	NORTHBOUND	
BOUND	THRU	223	IN ...	762
	RIGHT	112	OUT ...	545
SOUTH	LEFT	213	SOUTHBOUND	
BOUND	THRU	161	IN ...	763
	RIGHT	36	OUT ...	1,130
EAST	LEFT	38	EASTBOUND	
BOUND	THRU	186	IN ...	798
	RIGHT	64	OUT ...	451
WEST	LEFT	86	WESTBOUND	
BOUND	THRU	162	IN ...	968
	RIGHT	206	OUT ...	1,167

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	69	100
BOUND	THRU	223	468
	RIGHT	112	196
SOUTH	LEFT	213	442
BOUND	THRU	161	259
	RIGHT	36	62
EAST	LEFT	38	129
BOUND	THRU	186	528
	RIGHT	64	141
WEST	LEFT	86	145
BOUND	THRU	162	290
	RIGHT	206	535

17. Orange Street at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	11	NORTHBOUND	
BOUND	THRU	58	IN ...	496
	RIGHT	325	OUT ...	435
SOUTH	LEFT	203	SOUTHBOUND	
BOUND	THRU	30	IN ...	258
	RIGHT	8	OUT ...	230
EAST	LEFT	31	EASTBOUND	
BOUND	THRU	594	IN ...	1265
	RIGHT	19	OUT ...	1004
WEST	LEFT	283	WESTBOUND	
BOUND	THRU	525	IN ...	1438
	RIGHT	111	OUT ...	1788

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	11	20
BOUND	THRU	58	62
	RIGHT	325	411
SOUTH	LEFT	203	212
BOUND	THRU	30	32
	RIGHT	8	12
EAST	LEFT	31	51
BOUND	THRU	594	1,165
	RIGHT	19	38
WEST	LEFT	283	365
BOUND	THRU	525	972
	RIGHT	111	117

18. I-15 SB Ramps at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1378
SOUTH	LEFT	143	SOUTHBOUND	
BOUND	THRU	1	IN ...	596
	RIGHT	296	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	472	IN ...	1800
	RIGHT	662	OUT ...	1472
WEST	LEFT	450	WESTBOUND	
BOUND	THRU	657	IN ...	1692
	RIGHT	0	OUT ...	1237

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	143	234
BOUND	THRU	1	1
	RIGHT	296	361
EAST	LEFT	0	0
BOUND	THRU	472	1,003
	RIGHT	662	797
WEST	LEFT	450	580
BOUND	THRU	657	1,112
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	385	NORTHBOUND	
BOUND	THRU	2	IN ...	662
	RIGHT	157	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	532
EAST	LEFT	249	EASTBOUND	
BOUND	THRU	368	IN ...	1,239
	RIGHT	0	OUT ...	1,682
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	712	IN ...	1,382
	RIGHT	301	OUT ...	1,070

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	385	502
BOUND	THRU	2	2
	RIGHT	157	161
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	249	324
BOUND	THRU	368	909
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	712	1,181
	RIGHT	301	301

20. Corydon Road at Palomar Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	20	NORTHBOUND	
BOUND	THRU	558	IN ...	1,334
	RIGHT	45	OUT ...	1,008
SOUTH	LEFT	9	SOUTHBOUND	
BOUND	THRU	351	IN ...	610
	RIGHT	93	OUT ...	1,052
EAST	LEFT	120	EASTBOUND	
BOUND	THRU	54	IN ...	308
	RIGHT	13	OUT ...	166
WEST	LEFT	48	WESTBOUND	
BOUND	THRU	53	IN ...	627
	RIGHT	30	OUT ...	655

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	20	21
BOUND	THRU	558	882
	RIGHT	45	421
SOUTH	LEFT	9	29
BOUND	THRU	351	554
	RIGHT	93	93
EAST	LEFT	120	120
BOUND	THRU	54	205
	RIGHT	13	24
WEST	LEFT	48	430
BOUND	THRU	53	111
	RIGHT	30	93

21. Mission Trail at Palomar Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	33	NORTHBOUND	
BOUND	THRU	237	IN ...	1,231
	RIGHT	0	OUT ...	1,136
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	277	IN ...	624
	RIGHT	114	OUT ...	809
EAST	LEFT	163	EASTBOUND	
BOUND	THRU	0	IN ...	768
	RIGHT	67	OUT ...	679
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	33	555
BOUND	THRU	237	661
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	277	508
	RIGHT	114	124
EAST	LEFT	163	163
BOUND	THRU	0	0
	RIGHT	67	628
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	37	NORTHBOUND	
BOUND	THRU	1	IN ...	802
	RIGHT	1	OUT ...	245
SOUTH	LEFT	7	SOUTHBOUND	
BOUND	THRU	1	IN ...	89
	RIGHT	10	OUT ...	211
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	517	IN ...	1,103
	RIGHT	21	OUT ...	1,424
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	649	IN ...	1,166
	RIGHT	2	OUT ...	1,279

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	37	478
BOUND	THRU	1	170
	RIGHT	1	118
SOUTH	LEFT	7	63
BOUND	THRU	1	21
	RIGHT	10	10
EAST	LEFT	1	3
BOUND	THRU	517	1,098
	RIGHT	21	103
WEST	LEFT	4	121
BOUND	THRU	649	936
	RIGHT	2	38

23. Corydon Road at Grand Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	41
	RIGHT	1	OUT ...	44
SOUTH	LEFT	60	SOUTHBOUND	
BOUND	THRU	1	IN ...	932
	RIGHT	275	OUT ...	1,175
EAST	LEFT	379	EASTBOUND	
BOUND	THRU	342	IN ...	1,448
	RIGHT	1	OUT ...	1,008
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	216	IN ...	245
	RIGHT	84	OUT ...	439

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	15
BOUND	THRU	1	19
	RIGHT	1	7
SOUTH	LEFT	60	81
BOUND	THRU	1	22
	RIGHT	275	831
EAST	LEFT	379	1,078
BOUND	THRU	342	351
	RIGHT	1	17
WEST	LEFT	1	5
BOUND	THRU	216	216
	RIGHT	84	84

24. Grape Street at I-15 NB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	314	NORTHBOUND	
BOUND	THRU	446	IN ...	930
	RIGHT	0	OUT ...	350
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	193	IN ...	1,160
	RIGHT	511	OUT ...	1,264
EAST	LEFT	459	EASTBOUND	
BOUND	THRU	0	IN ...	799
	RIGHT	85	OUT ...	1,273
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	314	371
BOUND	THRU	446	558
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	193	257
	RIGHT	511	902
EAST	LEFT	459	712
BOUND	THRU	0	0
	RIGHT	85	93
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	51	IN ...	246
	RIGHT	11	OUT ...	93
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	47	IN ...	90
	RIGHT	0	OUT ...	243
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	11	WESTBOUND	
BOUND	THRU	0	IN ...	6
	RIGHT	2	OUT ...	6

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	51	242
	RIGHT	11	11
SOUTH	LEFT	2	2
BOUND	THRU	47	88
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	11	11
BOUND	THRU	0	0
	RIGHT	2	2

26. "A" Street at Olive Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	43
	RIGHT	5	OUT ...	38
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	13	IN ...	47
	RIGHT	1	OUT ...	46
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	11	IN ...	12
	RIGHT	0	OUT ...	19

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	37
BOUND	THRU	0	0
	RIGHT	5	7
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	13	13
	RIGHT	1	35
WEST	LEFT	3	3
BOUND	THRU	11	11
	RIGHT	0	0

27. "A" Street at Victorian Lane

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5	IN ...	28
	RIGHT	5	OUT ...	19
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	4	IN ...	20
	RIGHT	0	OUT ...	23
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	0	IN ...	5
	RIGHT	1	OUT ...	10

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5	21
	RIGHT	5	7
SOUTH	LEFT	1	3
BOUND	THRU	4	16
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	3	3
BOUND	THRU	0	0
	RIGHT	1	2

28. "A" Street at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	0	IN ...	19
	RIGHT	4	OUT ...	28
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	45	IN ...	288
	RIGHT	0	OUT ...	257
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	91	IN ...	276
	RIGHT	6	OUT ...	300

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	3	12
BOUND	THRU	0	0
	RIGHT	4	7
EAST	LEFT	4	12
BOUND	THRU	45	288
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	91	250
	RIGHT	6	16

29. Lucerne Street at Sylvester Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	110	IN ...	822
	RIGHT	2	OUT ...	415
SOUTH	LEFT	2	SOUTHBOUND	
BOUND	THRU	58	IN ...	364
	RIGHT	0	OUT ...	768
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	0	IN ...	20
	RIGHT	3	OUT ...	24

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	110	762
	RIGHT	2	19
SOUTH	LEFT	2	5
BOUND	THRU	58	400
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	2	15
BOUND	THRU	0	0
	RIGHT	3	6

30. Stoneman Street at Cereal Street

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	66	NORTHBOUND	
BOUND	THRU	0	IN ...	406
	RIGHT	91	OUT ...	212
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	17	IN ...	346
	RIGHT	36	OUT ...	325
WEST	LEFT	108	WESTBOUND	
BOUND	THRU	36	IN ...	298
	RIGHT	0	OUT ...	514

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	66	146
BOUND	THRU	0	0
	RIGHT	91	260
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	17	254
	RIGHT	36	93
WEST	LEFT	108	119
BOUND	THRU	36	179
	RIGHT	0	0

1. Railroad Canyon Road at Summerhill Lane/Grape Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	183	NORTHBOUND	
BOUND	THRU	1014	IN ...	2963
	RIGHT	414	OUT ...	2258
SOUTH	LEFT	334	SOUTHBOUND	
BOUND	THRU	553	IN ...	2000
	RIGHT	112	OUT ...	3030
EAST	LEFT	324	EASTBOUND	
BOUND	THRU	425	IN ...	1856
	RIGHT	210	OUT ...	1397
WEST	LEFT	313	WESTBOUND	
BOUND	THRU	345	IN ...	1640
	RIGHT	628	OUT ...	1776

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	183	537
BOUND	THRU	1,014	1,803
	RIGHT	414	653
SOUTH	LEFT	334	457
BOUND	THRU	553	1,269
	RIGHT	112	293
EAST	LEFT	324	608
BOUND	THRU	425	687
	RIGHT	210	566
WEST	LEFT	313	499
BOUND	THRU	345	568
	RIGHT	628	628

3. Diamond Drive at I-15 SB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	401	IN ...	2,009
	RIGHT	154	OUT ...	2,023
SOUTH	LEFT	599	SOUTHBOUND	
BOUND	THRU	537	IN ...	2,320
	RIGHT	0	OUT ...	2,671
EAST	LEFT	916	EASTBOUND	
BOUND	THRU	0	IN ...	1,166
	RIGHT	197	OUT ...	32
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	22
	RIGHT	0	OUT ...	792

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	401	1,793
	RIGHT	154	247
SOUTH	LEFT	599	599
BOUND	THRU	537	1,842
	RIGHT	0	0
EAST	LEFT	916	916
BOUND	THRU	0	0
	RIGHT	197	311
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	150	NORTHBOUND	
BOUND	THRU	296	IN ...	2,077
	RIGHT	23	OUT ...	2,196
SOUTH	LEFT	106	SOUTHBOUND	
BOUND	THRU	382	IN ...	2,019
	RIGHT	242	OUT ...	1,985
EAST	LEFT	174	EASTBOUND	
BOUND	THRU	214	IN ...	1,464
	RIGHT	179	OUT ...	1,336
WEST	LEFT	41	WESTBOUND	
BOUND	THRU	153	IN ...	573
	RIGHT	61	OUT ...	615

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	150	583
BOUND	THRU	296	1,446
	RIGHT	23	76
SOUTH	LEFT	106	174
BOUND	THRU	382	1,510
	RIGHT	242	466
EAST	LEFT	174	428
BOUND	THRU	214	365
	RIGHT	179	671
WEST	LEFT	41	144
BOUND	THRU	153	287
	RIGHT	61	141

5. Lucerne Street at Lakeshore Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	27	NORTHBOUND	
BOUND	THRU	0	IN ...	588
	RIGHT	51	OUT ...	1,050
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	332	IN ...	1,843
	RIGHT	52	OUT ...	1,300
WEST	LEFT	110	WESTBOUND	
BOUND	THRU	304	IN ...	1,545
	RIGHT	0	OUT ...	1,626

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	27	282
BOUND	THRU	0	0
	RIGHT	51	306
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	332	1,324
	RIGHT	52	518
WEST	LEFT	110	532
BOUND	THRU	304	1,020
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	57	NORTHBOUND	
BOUND	THRU	178	IN ...	1,000
	RIGHT	36	OUT ...	847
SOUTH	LEFT	400	SOUTHBOUND	
BOUND	THRU	124	IN ...	2,290
	RIGHT	172	OUT ...	2,209
EAST	LEFT	163	EASTBOUND	
BOUND	THRU	254	IN ...	1,346
	RIGHT	19	OUT ...	1,295
WEST	LEFT	60	WESTBOUND	
BOUND	THRU	238	IN ...	1,182
	RIGHT	260	OUT ...	1,467

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	57	170
BOUND	THRU	178	771
	RIGHT	36	60
SOUTH	LEFT	400	931
BOUND	THRU	124	770
	RIGHT	172	717
EAST	LEFT	163	792
BOUND	THRU	254	476
	RIGHT	19	83
WEST	LEFT	60	138
BOUND	THRU	238	410
	RIGHT	260	677

7. Diamond Drive at Campbell Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	165	IN ...	912
	RIGHT	18	OUT ...	791
SOUTH	LEFT	38	SOUTHBOUND	
BOUND	THRU	141	IN ...	823
	RIGHT	0	OUT ...	954
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	0	IN ...	66
	RIGHT	60	OUT ...	56

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	165	894
	RIGHT	18	19
SOUTH	LEFT	38	38
BOUND	THRU	141	898
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	6	9
BOUND	THRU	0	0
	RIGHT	60	60

8. Mission Trail at Campbell Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	6	NORTHBOUND	
BOUND	THRU	416	IN ...	1,055
	RIGHT	9	OUT ...	1,381
SOUTH	LEFT	33	SOUTHBOUND	
BOUND	THRU	584	IN ...	1,419
	RIGHT	25	OUT ...	1,069
EAST	LEFT	20	EASTBOUND	
BOUND	THRU	4	IN ...	40
	RIGHT	16	OUT ...	32
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	1	IN ...	14
	RIGHT	9	OUT ...	46

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	6	9
BOUND	THRU	416	1,081
	RIGHT	9	10
SOUTH	LEFT	33	34
BOUND	THRU	584	1,360
	RIGHT	25	25
EAST	LEFT	20	21
BOUND	THRU	4	4
	RIGHT	16	17
WEST	LEFT	4	4
BOUND	THRU	1	1
	RIGHT	9	9

9. Diamond Drive at Malaga Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	105	IN ...	311
	RIGHT	40	OUT ...	579
SOUTH	LEFT	12	SOUTHBOUND	
BOUND	THRU	153	IN ...	681
	RIGHT	24	OUT ...	366
EAST	LEFT	1	EASTBOUND	
BOUND	THRU	11	IN ...	56
	RIGHT	1	OUT ...	78
WEST	LEFT	43	WESTBOUND	
BOUND	THRU	8	IN ...	151
	RIGHT	15	OUT ...	175

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	105	274
	RIGHT	40	50
SOUTH	LEFT	12	139
BOUND	THRU	153	520
	RIGHT	24	68
EAST	LEFT	1	9
BOUND	THRU	11	46
	RIGHT	1	2
WEST	LEFT	43	58
BOUND	THRU	8	9
	RIGHT	15	89

10. Mission Trail at Malaga Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	69	NORTHBOUND	
BOUND	THRU	410	IN ...	1285
	RIGHT	65	OUT ...	1656
SOUTH	LEFT	26	SOUTHBOUND	
BOUND	THRU	565	IN ...	1478
	RIGHT	10	OUT ...	1103
EAST	LEFT	6	EASTBOUND	
BOUND	THRU	3	IN ...	143
	RIGHT	22	OUT ...	175
WEST	LEFT	88	WESTBOUND	
BOUND	THRU	11	IN ...	123
	RIGHT	24	OUT ...	96

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	69	152
BOUND	THRU	410	1,066
	RIGHT	65	68
SOUTH	LEFT	26	26
BOUND	THRU	565	1,451
	RIGHT	10	18
EAST	LEFT	6	59
BOUND	THRU	3	5
	RIGHT	22	139
WEST	LEFT	88	93
BOUND	THRU	11	11
	RIGHT	24	24

11. Mission Trail at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	7	NORTHBOUND	
BOUND	THRU	505	IN ...	1,364
	RIGHT	140	OUT ...	1,648
SOUTH	LEFT	50	SOUTHBOUND	
BOUND	THRU	642	IN ...	1,643
	RIGHT	7	OUT ...	1,275
EAST	LEFT	7	EASTBOUND	
BOUND	THRU	6	IN ...	20
	RIGHT	8	OUT ...	27
WEST	LEFT	112	WESTBOUND	
BOUND	THRU	12	IN ...	254
	RIGHT	41	OUT ...	330

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	7	7
BOUND	THRU	505	1,190
	RIGHT	140	205
SOUTH	LEFT	50	120
BOUND	THRU	642	1,517
	RIGHT	7	10
EAST	LEFT	7	9
BOUND	THRU	6	6
	RIGHT	8	8
WEST	LEFT	112	152
BOUND	THRU	12	12
	RIGHT	41	91

12. Mission Trail at Victorian Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	635	IN ...	1,348
	RIGHT	3	OUT ...	1,649
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	747	IN ...	1,638
	RIGHT	2	OUT ...	1,350
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	8
	RIGHT	2	OUT ...	9
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	2	IN ...	48
	RIGHT	1	OUT ...	36

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	1
BOUND	THRU	635	1,343
	RIGHT	3	16
SOUTH	LEFT	3	16
BOUND	THRU	747	1,653
	RIGHT	2	2
EAST	LEFT	2	2
BOUND	THRU	1	3
	RIGHT	2	2
WEST	LEFT	1	21
BOUND	THRU	2	8
	RIGHT	1	20

13. Mission Trail at Lemon Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	603	IN ...	1,412
	RIGHT	56	OUT ...	1,633
SOUTH	LEFT	54	SOUTHBOUND	
BOUND	THRU	679	IN ...	1,620
	RIGHT	0	OUT ...	1,332
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	23	WESTBOUND	
BOUND	THRU	0	IN ...	251
	RIGHT	31	OUT ...	319

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	603	1,226
	RIGHT	56	184
SOUTH	LEFT	54	135
BOUND	THRU	679	1,530
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	23	130
BOUND	THRU	0	0
	RIGHT	31	121

14. Mission Trail at Corydon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	160	NORTHBOUND	
BOUND	THRU	364	IN ...	1,131
	RIGHT	0	OUT ...	1,263
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	380	IN ...	1,622
	RIGHT	311	OUT ...	1,398
EAST	LEFT	281	EASTBOUND	
BOUND	THRU	0	IN ...	669
	RIGHT	207	OUT ...	760
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	160	187
BOUND	THRU	364	961
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	380	1,068
	RIGHT	311	574
EAST	LEFT	281	452
BOUND	THRU	0	0
	RIGHT	207	221
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	3	NORTHBOUND	
BOUND	THRU	420	IN ...	1,102
	RIGHT	253	OUT ...	1,342
SOUTH	LEFT	24	SOUTHBOUND	
BOUND	THRU	468	IN ...	798
	RIGHT	1	OUT ...	638
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	123	IN ...	582
	RIGHT	15	OUT ...	390
WEST	LEFT	246	WESTBOUND	
BOUND	THRU	77	IN ...	841
	RIGHT	22	OUT ...	954

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	3	19
BOUND	THRU	420	611
	RIGHT	253	447
SOUTH	LEFT	24	27
BOUND	THRU	468	786
	RIGHT	1	4
EAST	LEFT	2	6
BOUND	THRU	123	480
	RIGHT	15	86
WEST	LEFT	246	471
BOUND	THRU	77	366
	RIGHT	22	23

16. Mission Trail at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	83	NORTHBOUND	
BOUND	THRU	133	IN ...	662
	RIGHT	102	OUT ...	772
SOUTH	LEFT	229	SOUTHBOUND	
BOUND	THRU	154	IN ...	1,074
	RIGHT	44	OUT ...	1,033
EAST	LEFT	50	EASTBOUND	
BOUND	THRU	238	IN ...	953
	RIGHT	111	OUT ...	828
WEST	LEFT	173	WESTBOUND	
BOUND	THRU	205	IN ...	1,382
	RIGHT	248	OUT ...	1,439

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	83	181
BOUND	THRU	133	289
	RIGHT	102	196
SOUTH	LEFT	229	658
BOUND	THRU	154	304
	RIGHT	44	138
EAST	LEFT	50	143
BOUND	THRU	238	609
	RIGHT	111	201
WEST	LEFT	173	268
BOUND	THRU	205	509
	RIGHT	248	613

17. Orange Street at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	24	NORTHBOUND	
BOUND	THRU	52	IN ...	518
	RIGHT	204	OUT ...	358
SOUTH	LEFT	198	SOUTHBOUND	
BOUND	THRU	38	IN ...	315
	RIGHT	20	OUT ...	274
EAST	LEFT	28	EASTBOUND	
BOUND	THRU	586	IN ...	1490
	RIGHT	21	OUT ...	1361
WEST	LEFT	185	WESTBOUND	
BOUND	THRU	603	IN ...	1687
	RIGHT	184	OUT ...	2016

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	24	65
BOUND	THRU	52	62
	RIGHT	204	389
SOUTH	LEFT	198	236
BOUND	THRU	38	44
	RIGHT	20	34
EAST	LEFT	28	42
BOUND	THRU	586	1,415
	RIGHT	21	48
WEST	LEFT	185	265
BOUND	THRU	603	1,270
	RIGHT	184	184

18. I-15 SB Ramps at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1213
SOUTH	LEFT	285	SOUTHBOUND	
BOUND	THRU	2	IN ...	598
	RIGHT	278	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	537	IN ...	2044
	RIGHT	479	OUT ...	1751
WEST	LEFT	266	WESTBOUND	
BOUND	THRU	758	IN ...	1817
	RIGHT	0	OUT ...	1496

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	285	293
BOUND	THRU	2	2
	RIGHT	278	304
EAST	LEFT	0	0
BOUND	THRU	537	1,206
	RIGHT	479	860
WEST	LEFT	266	372
BOUND	THRU	758	1,455
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	541	NORTHBOUND	
BOUND	THRU	4	IN ...	1,140
	RIGHT	542	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	534
EAST	LEFT	203	EASTBOUND	
BOUND	THRU	635	IN ...	1,512
	RIGHT	0	OUT ...	1,808
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	474	IN ...	1,434
	RIGHT	180	OUT ...	1,744

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	541	627
BOUND	THRU	4	4
	RIGHT	542	542
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	203	276
BOUND	THRU	635	1,237
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	474	1,189
	RIGHT	180	255

20. Corydon Road at Palomar Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	3	NORTHBOUND	
BOUND	THRU	399	IN ...	1,165
	RIGHT	50	OUT ...	1,284
SOUTH	LEFT	25	SOUTHBOUND	
BOUND	THRU	460	IN ...	1,030
	RIGHT	172	OUT ...	941
EAST	LEFT	197	EASTBOUND	
BOUND	THRU	27	IN ...	271
	RIGHT	6	OUT ...	315
WEST	LEFT	18	WESTBOUND	
BOUND	THRU	17	IN ...	692
	RIGHT	19	OUT ...	616

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	3	9
BOUND	THRU	399	686
	RIGHT	50	450
SOUTH	LEFT	25	62
BOUND	THRU	460	850
	RIGHT	172	172
EAST	LEFT	197	197
BOUND	THRU	27	104
	RIGHT	6	17
WEST	LEFT	18	418
BOUND	THRU	17	170
	RIGHT	19	113

21. Mission Trail at Palomar Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	26	NORTHBOUND	
BOUND	THRU	253	IN ...	1,301
	RIGHT	0	OUT ...	1,186
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	252	IN ...	755
	RIGHT	136	OUT ...	655
EAST	LEFT	47	EASTBOUND	
BOUND	THRU	0	IN ...	585
	RIGHT	8	OUT ...	804
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	26	690
BOUND	THRU	253	576
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	252	667
	RIGHT	136	136
EAST	LEFT	47	83
BOUND	THRU	0	0
	RIGHT	8	521
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	21	NORTHBOUND	
BOUND	THRU	1	IN ...	383
	RIGHT	1	OUT ...	861
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	3	IN ...	302
	RIGHT	97	OUT ...	161
EAST	LEFT	70	EASTBOUND	
BOUND	THRU	450	IN ...	1,334
	RIGHT	41	OUT ...	1,604
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	745	IN ...	1,695
	RIGHT	1	OUT ...	1,089

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	21	165
BOUND	THRU	1	73
	RIGHT	1	146
SOUTH	LEFT	3	37
BOUND	THRU	3	208
	RIGHT	97	97
EAST	LEFT	70	71
BOUND	THRU	450	909
	RIGHT	41	462
WEST	LEFT	1	192
BOUND	THRU	745	1,375
	RIGHT	1	17

23. Corydon Road at Grand Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	2	IN ...	58
	RIGHT	1	OUT ...	54
SOUTH	LEFT	49	SOUTHBOUND	
BOUND	THRU	2	IN ...	1,183
	RIGHT	332	OUT ...	1,028
EAST	LEFT	283	EASTBOUND	
BOUND	THRU	276	IN ...	1,201
	RIGHT	1	OUT ...	1,440
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	178	IN ...	372
	RIGHT	30	OUT ...	291

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	16
BOUND	THRU	2	36
	RIGHT	1	5
SOUTH	LEFT	49	49
BOUND	THRU	2	32
	RIGHT	332	1,116
EAST	LEFT	283	937
BOUND	THRU	276	276
	RIGHT	1	14
WEST	LEFT	1	8
BOUND	THRU	178	309
	RIGHT	30	58

24. Grape Street at I-15 NB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	193	NORTHBOUND	
BOUND	THRU	631	IN ...	966
	RIGHT	0	OUT ...	687
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	341	IN ...	1,372
	RIGHT	428	OUT ...	1,733
EAST	LEFT	748	EASTBOUND	
BOUND	THRU	0	IN ...	1,206
	RIGHT	175	OUT ...	1,124
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	193	248
BOUND	THRU	631	718
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	341	496
	RIGHT	428	897
EAST	LEFT	748	1,069
BOUND	THRU	0	0
	RIGHT	175	191
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	58	IN ...	186
	RIGHT	13	OUT ...	420
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	77	IN ...	461
	RIGHT	0	OUT ...	217
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	17	WESTBOUND	
BOUND	THRU	0	IN ...	77
	RIGHT	2	OUT ...	86

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	58	178
	RIGHT	13	21
SOUTH	LEFT	3	65
BOUND	THRU	77	380
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	17	40
BOUND	THRU	0	0
	RIGHT	2	39

26. "A" Street at Olive Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	67
	RIGHT	6	OUT ...	82
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	16	IN ...	87
	RIGHT	1	OUT ...	76
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	17	IN ...	24
	RIGHT	0	OUT ...	21

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	61
BOUND	THRU	0	0
	RIGHT	6	7
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	16	16
	RIGHT	1	73
WEST	LEFT	6	9
BOUND	THRU	17	17
	RIGHT	0	0

27. "A" Street at Victorian Lane

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5	IN ...	40
	RIGHT	4	OUT ...	39
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	7	IN ...	37
	RIGHT	0	OUT ...	42
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	5	WESTBOUND	
BOUND	THRU	0	IN ...	10
	RIGHT	1	OUT ...	8

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5	37
	RIGHT	4	5
SOUTH	LEFT	1	3
BOUND	THRU	7	33
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	5	6
BOUND	THRU	0	0
	RIGHT	1	5

28. "A" Street at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	6	SOUTHBOUND	
BOUND	THRU	0	IN ...	39
	RIGHT	6	OUT ...	41
EAST	LEFT	6	EASTBOUND	
BOUND	THRU	154	IN ...	573
	RIGHT	0	OUT ...	370
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	89	IN ...	402
	RIGHT	4	OUT ...	602

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	6	27
BOUND	THRU	0	0
	RIGHT	6	12
EAST	LEFT	6	16
BOUND	THRU	154	575
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	89	358
	RIGHT	4	25

29. Lucerne Street at Sylvester Street**PM PEAK HOUR**

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	92	IN ...	689
	RIGHT	3	OUT ...	1,157
SOUTH	LEFT	4	SOUTHBOUND	
BOUND	THRU	176	IN ...	1,068
	RIGHT	0	OUT ...	605
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	3	WESTBOUND	
BOUND	THRU	0	IN ...	50
	RIGHT	3	OUT ...	46

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	92	594
	RIGHT	3	34
SOUTH	LEFT	4	12
BOUND	THRU	176	1,117
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	3	40
BOUND	THRU	0	0
	RIGHT	3	11

30. Stoneman Street at Cereal Street

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	54	NORTHBOUND	
BOUND	THRU	0	IN ...	343
	RIGHT	167	OUT ...	503
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	53	IN ...	577
	RIGHT	111	OUT ...	445
WEST	LEFT	151	WESTBOUND	
BOUND	THRU	23	IN ...	610
	RIGHT	0	OUT ...	582

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	54	130
BOUND	THRU	0	0
	RIGHT	167	213
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	53	369
	RIGHT	111	208
WEST	LEFT	151	295
BOUND	THRU	23	315
	RIGHT	0	0

1. Railroad Canyon Road at Summerhill Lane/Grape Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	149	NORTHBOUND	
BOUND	THRU	635	IN ...	2680
	RIGHT	575	OUT ...	2864
SOUTH	LEFT	680	SOUTHBOUND	
BOUND	THRU	736	IN ...	2846
	RIGHT	124	OUT ...	2209
EAST	LEFT	111	EASTBOUND	
BOUND	THRU	343	IN ...	1370
	RIGHT	140	OUT ...	1200
WEST	LEFT	335	WESTBOUND	
BOUND	THRU	338	IN ...	1660
	RIGHT	549	OUT ...	2290

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	149	432
BOUND	THRU	635	1,483
	RIGHT	575	1,737
SOUTH	LEFT	680	791
BOUND	THRU	736	1,843
	RIGHT	124	267
EAST	LEFT	111	262
BOUND	THRU	343	598
	RIGHT	140	511
WEST	LEFT	335	790
BOUND	THRU	338	502
	RIGHT	549	597

3. Diamond Drive at I-15 SB Ramps

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	407	IN ...	2,277
	RIGHT	135	OUT ...	2,492
SOUTH	LEFT	567	SOUTHBOUND	
BOUND	THRU	645	IN ...	2,737
	RIGHT	0	OUT ...	2,450
EAST	LEFT	679	EASTBOUND	
BOUND	THRU	5	IN ...	1,112
	RIGHT	288	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1,128

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	407	2,794
	RIGHT	135	424
SOUTH	LEFT	567	701
BOUND	THRU	645	2,300
	RIGHT	0	0
EAST	LEFT	679	679
BOUND	THRU	5	5
	RIGHT	288	798
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Diamond Drive at Casino Drive/Auto Center Drive

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	182	NORTHBOUND	
BOUND	THRU	335	IN ...	2,402
	RIGHT	40	OUT ...	2,300
SOUTH	LEFT	191	SOUTHBOUND	
BOUND	THRU	429	IN ...	2,406
	RIGHT	253	OUT ...	2,224
EAST	LEFT	155	EASTBOUND	
BOUND	THRU	184	IN ...	1,442
	RIGHT	131	OUT ...	1,225
WEST	LEFT	20	WESTBOUND	
BOUND	THRU	113	IN ...	452
	RIGHT	45	OUT ...	922

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	182	591
BOUND	THRU	335	2,614
	RIGHT	40	152
SOUTH	LEFT	191	362
BOUND	THRU	429	2,231
	RIGHT	253	410
EAST	LEFT	155	445
BOUND	THRU	184	409
	RIGHT	131	582
WEST	LEFT	20	92
BOUND	THRU	113	223
	RIGHT	45	134

5. Lucerne Street at Lakeshore Drive

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	8	NORTHBOUND	
BOUND	THRU	0	IN ...	758
	RIGHT	55	OUT ...	884
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	301	IN ...	1,413
	RIGHT	41	OUT ...	1,464
WEST	LEFT	44	WESTBOUND	
BOUND	THRU	293	IN ...	1,664
	RIGHT	0	OUT ...	1,565

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	8	159
BOUND	THRU	0	0
	RIGHT	55	611
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	301	961
	RIGHT	41	479
WEST	LEFT	44	405
BOUND	THRU	293	1,322
	RIGHT	0	0

6. Diamond Drive at Lakeshore Drive/Mission Trail

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	51	NORTHBOUND	
BOUND	THRU	127	IN ...	1,121
	RIGHT	93	OUT ...	1,081
SOUTH	LEFT	482	SOUTHBOUND	
BOUND	THRU	105	IN ...	2,405
	RIGHT	155	OUT ...	2,499
EAST	LEFT	167	EASTBOUND	
BOUND	THRU	258	IN ...	1,306
	RIGHT	22	OUT ...	1,258
WEST	LEFT	118	WESTBOUND	
BOUND	THRU	203	IN ...	1,320
	RIGHT	400	OUT ...	1,406

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	51	224
BOUND	THRU	127	1,456
	RIGHT	93	145
SOUTH	LEFT	482	921
BOUND	THRU	105	1,349
	RIGHT	155	774
EAST	LEFT	167	878
BOUND	THRU	258	340
	RIGHT	22	115
WEST	LEFT	118	241
BOUND	THRU	203	277
	RIGHT	400	1,135

7. Diamond Drive at Campbell Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	232	IN ...	1,478
	RIGHT	19	OUT ...	913
SOUTH	LEFT	38	SOUTHBOUND	
BOUND	THRU	128	IN ...	823
	RIGHT	0	OUT ...	1,432
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	19	WESTBOUND	
BOUND	THRU	0	IN ...	84
	RIGHT	65	OUT ...	57

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	232	2,075
	RIGHT	19	34
SOUTH	LEFT	38	38
BOUND	THRU	128	1,613
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	19	64
BOUND	THRU	0	0
	RIGHT	65	65

8. Mission Trail at Campbell Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	612	IN ...	1,256
	RIGHT	15	OUT ...	1,271
SOUTH	LEFT	34	SOUTHBOUND	
BOUND	THRU	664	IN ...	1,302
	RIGHT	23	OUT ...	1,265
EAST	LEFT	20	EASTBOUND	
BOUND	THRU	3	IN ...	43
	RIGHT	20	OUT ...	34
WEST	LEFT	7	WESTBOUND	
BOUND	THRU	1	IN ...	15
	RIGHT	7	OUT ...	52

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	10	32
BOUND	THRU	612	1,550
	RIGHT	15	16
SOUTH	LEFT	34	34
BOUND	THRU	664	1,243
	RIGHT	23	23
EAST	LEFT	20	21
BOUND	THRU	3	3
	RIGHT	20	20
WEST	LEFT	7	7
BOUND	THRU	1	1
	RIGHT	7	7

9. Diamond Drive at Malaga Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	5	NORTHBOUND	
BOUND	THRU	142	IN ...	391
	RIGHT	26	OUT ...	495
SOUTH	LEFT	8	SOUTHBOUND	
BOUND	THRU	140	IN ...	547
	RIGHT	2	OUT ...	490
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	5	IN ...	51
	RIGHT	3	OUT ...	58
WEST	LEFT	61	WESTBOUND	
BOUND	THRU	5	IN ...	222
	RIGHT	19	OUT ...	134

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	5	9
BOUND	THRU	142	349
	RIGHT	26	38
SOUTH	LEFT	8	1,047
BOUND	THRU	140	436
	RIGHT	2	25
EAST	LEFT	4	27
BOUND	THRU	5	20
	RIGHT	3	4
WEST	LEFT	61	72
BOUND	THRU	5	24
	RIGHT	19	121

10. Mission Trail at Malaga Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	76	NORTHBOUND	
BOUND	THRU	474	IN ...	1444
	RIGHT	69	OUT ...	1600
SOUTH	LEFT	50	SOUTHBOUND	
BOUND	THRU	644	IN ...	1461
	RIGHT	21	OUT ...	1261
EAST	LEFT	17	EASTBOUND	
BOUND	THRU	10	IN ...	164
	RIGHT	26	OUT ...	305
WEST	LEFT	92	WESTBOUND	
BOUND	THRU	41	IN ...	185
	RIGHT	52	OUT ...	129

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	76	217
BOUND	THRU	474	1,194
	RIGHT	69	75
SOUTH	LEFT	50	50
BOUND	THRU	644	1,403
	RIGHT	21	45
EAST	LEFT	17	356
BOUND	THRU	10	14
	RIGHT	26	767
WEST	LEFT	92	98
BOUND	THRU	41	43
	RIGHT	52	52

11. Mission Trail at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	5	NORTHBOUND	
BOUND	THRU	539	IN ...	1,468
	RIGHT	129	OUT ...	1,274
SOUTH	LEFT	39	SOUTHBOUND	
BOUND	THRU	539	IN ...	1,235
	RIGHT	6	OUT ...	1,444
EAST	LEFT	8	EASTBOUND	
BOUND	THRU	6	IN ...	30
	RIGHT	8	OUT ...	30
WEST	LEFT	119	WESTBOUND	
BOUND	THRU	9	IN ...	304
	RIGHT	61	OUT ...	305

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	5	7
BOUND	THRU	539	1,322
	RIGHT	129	203
SOUTH	LEFT	39	95
BOUND	THRU	539	1,782
	RIGHT	6	12
EAST	LEFT	8	15
BOUND	THRU	6	7
	RIGHT	8	8
WEST	LEFT	119	153
BOUND	THRU	9	11
	RIGHT	61	140

12. Mission Trail at Victorian Lane

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	676	IN ...	1,459
	RIGHT	2	OUT ...	1,286
SOUTH	LEFT	5	SOUTHBOUND	
BOUND	THRU	660	IN ...	1,280
	RIGHT	1	OUT ...	1,466
EAST	LEFT	2	EASTBOUND	
BOUND	THRU	1	IN ...	10
	RIGHT	2	OUT ...	11
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	2	IN ...	49
	RIGHT	3	OUT ...	30

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	2
BOUND	THRU	676	1,478
	RIGHT	2	8
SOUTH	LEFT	5	18
BOUND	THRU	660	1,928
	RIGHT	1	1
EAST	LEFT	2	3
BOUND	THRU	1	3
	RIGHT	2	3
WEST	LEFT	4	23
BOUND	THRU	2	8
	RIGHT	3	17

13. Mission Trail at Lemon Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	633	IN ...	1,457
	RIGHT	38	OUT ...	1,253
SOUTH	LEFT	35	SOUTHBOUND	
BOUND	THRU	613	IN ...	1,248
	RIGHT	0	OUT ...	1,422
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	25	WESTBOUND	
BOUND	THRU	0	IN ...	284
	RIGHT	31	OUT ...	299

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	633	1,307
	RIGHT	38	172
SOUTH	LEFT	35	127
BOUND	THRU	613	1,788
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	25	134
BOUND	THRU	0	0
	RIGHT	31	148

14. Mission Trail at Corydon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	127	NORTHBOUND	
BOUND	THRU	303	IN ...	912
	RIGHT	0	OUT ...	924
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	333	IN ...	1,261
	RIGHT	303	OUT ...	1,419
EAST	LEFT	340	EASTBOUND	
BOUND	THRU	0	IN ...	763
	RIGHT	158	OUT ...	672
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	127	145
BOUND	THRU	303	823
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	333	1,411
	RIGHT	303	544
EAST	LEFT	340	629
BOUND	THRU	0	0
	RIGHT	158	165
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Corydon Road at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	4	NORTHBOUND	
BOUND	THRU	412	IN ...	1,078
	RIGHT	267	OUT ...	1,013
SOUTH	LEFT	37	SOUTHBOUND	
BOUND	THRU	332	IN ...	620
	RIGHT	1	OUT ...	740
EAST	LEFT	3	EASTBOUND	
BOUND	THRU	79	IN ...	412
	RIGHT	9	OUT ...	346
WEST	LEFT	303	WESTBOUND	
BOUND	THRU	63	IN ...	669
	RIGHT	44	OUT ...	623

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	4	44
BOUND	THRU	412	698
	RIGHT	267	296
SOUTH	LEFT	37	37
BOUND	THRU	332	605
	RIGHT	1	7
EAST	LEFT	3	17
BOUND	THRU	79	300
	RIGHT	9	82
WEST	LEFT	303	343
BOUND	THRU	63	295
	RIGHT	44	44

16. Mission Trail at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	61	NORTHBOUND	
BOUND	THRU	115	IN ...	565
	RIGHT	110	OUT ...	544
SOUTH	LEFT	264	SOUTHBOUND	
BOUND	THRU	139	IN ...	841
	RIGHT	39	OUT ...	882
EAST	LEFT	39	EASTBOUND	
BOUND	THRU	230	IN ...	569
	RIGHT	65	OUT ...	557
WEST	LEFT	119	WESTBOUND	
BOUND	THRU	212	IN ...	1,035
	RIGHT	234	OUT ...	1,040

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	61	114
BOUND	THRU	115	291
	RIGHT	110	176
SOUTH	LEFT	264	1,113
BOUND	THRU	139	297
	RIGHT	39	86
EAST	LEFT	39	95
BOUND	THRU	230	370
	RIGHT	65	106
WEST	LEFT	119	174
BOUND	THRU	212	357
	RIGHT	234	522

17. Orange Street at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	16	NORTHBOUND	
BOUND	THRU	36	IN ...	512
	RIGHT	170	OUT ...	326
SOUTH	LEFT	179	SOUTHBOUND	
BOUND	THRU	25	IN ...	246
	RIGHT	16	OUT ...	152
EAST	LEFT	43	EASTBOUND	
BOUND	THRU	615	IN ...	1050
	RIGHT	21	OUT ...	1014
WEST	LEFT	140	WESTBOUND	
BOUND	THRU	576	IN ...	1246
	RIGHT	59	OUT ...	1563

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	16	45
BOUND	THRU	36	55
	RIGHT	170	410
SOUTH	LEFT	179	192
BOUND	THRU	25	34
	RIGHT	16	20
EAST	LEFT	43	43
BOUND	THRU	615	1,580
	RIGHT	21	41
WEST	LEFT	140	251
BOUND	THRU	576	962
	RIGHT	59	59

18. I-15 SB Ramps at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	909
SOUTH	LEFT	156	SOUTHBOUND	
BOUND	THRU	3	IN ...	515
	RIGHT	167	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	411	IN ...	1546
	RIGHT	545	OUT ...	1280
WEST	LEFT	282	WESTBOUND	
BOUND	THRU	633	IN ...	1370
	RIGHT	0	OUT ...	1243

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	156	291
BOUND	THRU	3	3
	RIGHT	167	222
EAST	LEFT	0	0
BOUND	THRU	411	986
	RIGHT	545	1,180
WEST	LEFT	282	311
BOUND	THRU	633	1,071
	RIGHT	0	0

19. I-15 NB Ramps at Bundy Canyon Road

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	406	NORTHBOUND	
BOUND	THRU	3	IN ...	808
	RIGHT	296	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	718
EAST	LEFT	171	EASTBOUND	
BOUND	THRU	399	IN ...	1,241
	RIGHT	0	OUT ...	1,358
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	500	IN ...	1,319
	RIGHT	232	OUT ...	1,220

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	406	450
BOUND	THRU	3	3
	RIGHT	296	338
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	171	333
BOUND	THRU	399	916
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	500	921
	RIGHT	232	382

20. Corydon Road at Palomar Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	3	NORTHBOUND	
BOUND	THRU	587	IN ...	1,167
	RIGHT	7	OUT ...	907
SOUTH	LEFT	16	SOUTHBOUND	
BOUND	THRU	442	IN ...	787
	RIGHT	122	OUT ...	977
EAST	LEFT	145	EASTBOUND	
BOUND	THRU	4	IN ...	284
	RIGHT	2	OUT ...	256
WEST	LEFT	6	WESTBOUND	
BOUND	THRU	5	IN ...	518
	RIGHT	14	OUT ...	384

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	3	23
BOUND	THRU	587	780
	RIGHT	7	233
SOUTH	LEFT	16	55
BOUND	THRU	442	619
	RIGHT	122	122
EAST	LEFT	145	145
BOUND	THRU	4	96
	RIGHT	2	19
WEST	LEFT	6	286
BOUND	THRU	5	138
	RIGHT	14	67

21. Mission Trail at Palomar Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	10	NORTHBOUND	
BOUND	THRU	203	IN ...	283
	RIGHT	0	OUT ...	939
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	225	IN ...	509
	RIGHT	52	OUT ...	603
EAST	LEFT	71	EASTBOUND	
BOUND	THRU	0	IN ...	657
	RIGHT	15	OUT ...	632
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	10	245
BOUND	THRU	203	203
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	225	411
	RIGHT	52	387
EAST	LEFT	71	424
BOUND	THRU	0	0
	RIGHT	15	561
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Stoneman Street at Grand Avenue

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	4	NORTHBOUND	
BOUND	THRU	1	IN ...	186
	RIGHT	1	OUT ...	128
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	1	IN ...	415
	RIGHT	25	OUT ...	520
EAST	LEFT	38	EASTBOUND	
BOUND	THRU	428	IN ...	1,087
	RIGHT	4	OUT ...	1,131
WEST	LEFT	2	WESTBOUND	
BOUND	THRU	503	IN ...	1,052
	RIGHT	4	OUT ...	1,030

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	4	25
BOUND	THRU	1	129
	RIGHT	1	42
SOUTH	LEFT	1	69
BOUND	THRU	1	88
	RIGHT	25	253
EAST	LEFT	38	250
BOUND	THRU	428	926
	RIGHT	4	11
WEST	LEFT	2	29
BOUND	THRU	503	871
	RIGHT	4	142

23. Corydon Road at Grand Avenue

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	1	IN ...	89
	RIGHT	1	OUT ...	49
SOUTH	LEFT	28	SOUTHBOUND	
BOUND	THRU	2	IN ...	1,001
	RIGHT	403	OUT ...	999
EAST	LEFT	417	EASTBOUND	
BOUND	THRU	97	IN ...	1,000
	RIGHT	1	OUT ...	1,012
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	54	IN ...	66
	RIGHT	24	OUT ...	123

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	1	32
BOUND	THRU	1	43
	RIGHT	1	15
SOUTH	LEFT	28	31
BOUND	THRU	2	32
	RIGHT	403	958
EAST	LEFT	417	940
BOUND	THRU	97	97
	RIGHT	1	12
WEST	LEFT	1	5
BOUND	THRU	54	54
	RIGHT	24	24

24. Grape Street at I-15 NB Ramps

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	288	NORTHBOUND	
BOUND	THRU	650	IN ...	1,111
	RIGHT	0	OUT ...	508
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	280	IN ...	1,482
	RIGHT	516	OUT ...	1,616
EAST	LEFT	585	EASTBOUND	
BOUND	THRU	0	IN ...	1,001
	RIGHT	130	OUT ...	1,475
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	288	366
BOUND	THRU	650	747
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	280	375
	RIGHT	516	1,945
EAST	LEFT	585	1,097
BOUND	THRU	0	0
	RIGHT	130	133
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Diamond Drive at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	62	IN ...	251
	RIGHT	15	OUT ...	252
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	59	IN ...	304
	RIGHT	0	OUT ...	284
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	14	WESTBOUND	
BOUND	THRU	0	IN ...	93
	RIGHT	3	OUT ...	109

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	62	221
	RIGHT	15	37
SOUTH	LEFT	3	72
BOUND	THRU	59	221
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	14	31
BOUND	THRU	0	0
	RIGHT	3	63

26. "A" Street at Olive Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	1	NORTHBOUND	
BOUND	THRU	0	IN ...	85
	RIGHT	4	OUT ...	104
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	16	IN ...	109
	RIGHT	2	OUT ...	92
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	15	IN ...	29
	RIGHT	0	OUT ...	29

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	1	73
BOUND	THRU	0	0
	RIGHT	4	13
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	16	16
	RIGHT	2	94
WEST	LEFT	4	10
BOUND	THRU	15	19
	RIGHT	0	0

27. "A" Street at Victorian Lane

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4	IN ...	49
	RIGHT	4	OUT ...	40
SOUTH	LEFT	1	SOUTHBOUND	
BOUND	THRU	2	IN ...	40
	RIGHT	0	OUT ...	51
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	4	WESTBOUND	
BOUND	THRU	0	IN ...	12
	RIGHT	1	OUT ...	10

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	4	46
	RIGHT	4	4
SOUTH	LEFT	1	6
BOUND	THRU	2	33
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	4	7
BOUND	THRU	0	0
	RIGHT	1	5

28. "A" Street at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	0	IN ...	40
	RIGHT	3	OUT ...	48
EAST	LEFT	4	EASTBOUND	
BOUND	THRU	50	IN ...	289
	RIGHT	0	OUT ...	288
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	61	IN ...	329
	RIGHT	3	OUT ...	320

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	3	32
BOUND	THRU	0	0
	RIGHT	3	9
EAST	LEFT	4	16
BOUND	THRU	50	288
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	61	279
	RIGHT	3	32

29. Lucerne Street at Sylvester Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	78	IN ...	911
	RIGHT	3	OUT ...	929
SOUTH	LEFT	3	SOUTHBOUND	
BOUND	THRU	78	IN ...	833
	RIGHT	0	OUT ...	811
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	1	WESTBOUND	
BOUND	THRU	0	IN ...	44
	RIGHT	1	OUT ...	51

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	78	801
	RIGHT	3	40
SOUTH	LEFT	3	11
BOUND	THRU	78	892
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	1	37
BOUND	THRU	0	0
	RIGHT	1	10

30. Stoneman Street at Cereal Street

MD PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	55	NORTHBOUND	
BOUND	THRU	0	IN ...	429
	RIGHT	110	OUT ...	436
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	15	IN ...	412
	RIGHT	47	OUT ...	404
WEST	LEFT	110	WESTBOUND	
BOUND	THRU	17	IN ...	475
	RIGHT	0	OUT ...	477

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	55	181
BOUND	THRU	0	0
	RIGHT	110	248
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	15	229
	RIGHT	47	184
WEST	LEFT	110	252
BOUND	THRU	17	223
	RIGHT	0	0

APPENDIX C-X

**YEAR 2040 WITH ELSP PROJECT BUILDOUT
ROADWAY SEGMENT VOLUMES**

1. Grape Street, east of Railroad Canyon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	33093	IN ...	44090
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	44090
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	33,093	44,090
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

2. Railroad Canyon Road, between Summerhill Dr/Grape St & Lakeshore Dr/Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13119	IN ...	42914
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	42914
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,119	43,951
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

3. Lucerne Street, south of Lakeshore Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2005	IN ...	16,695
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16,695
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,005	16,695
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Casino Drive, east of Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5940	IN ...	12,352
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	12,352
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,940	12,352
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

5. Diamond Drive, between Lakeshore Dr/Mission Trail & Campbell Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5742	IN ...	20,826
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20,826
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,742	22,269
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

6. Diamond Drive, between Campbell Street & Malaga Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4096	IN ...	10,831
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10,831
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	4,096	11,556
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

7. Mission Trail, between Diamond Drive & Campbell Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	17920	IN ...	33,070
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	33,070
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	17,920	33,497
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

8. Mission Trail, between Campbell Street & Malaga Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14786	IN ...	31,232
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	31,232
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,786	31,662
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

9. Malaga Road, between Diamond Drive & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1194	IN ...	3307
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3307
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,194	4,024
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

10. Malaga Road, east of Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2740	IN ...	2754
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2754
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,740	2,754
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

11. Diamond Drive, north of Summerly Place

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1643	IN ...	6,382
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,382
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,643	6,413
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

12. Mission Trail, between Malaga Road & Olive Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	15055	IN ...	32,890
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	32,890
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	15,055	33,313
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

13. Olive Street, between Mission Trail & Grape Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3574	IN ...	5,673
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,673
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,574	5,673
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

14. Mission Trail, between Olive Street & Victorian Lane

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16877	IN ...	33,858
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	33,858
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,877	34,281
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Mission Trail, between Victorian Lane & Lemon Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16988	IN ...	34,081
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	34,081
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,988	34,504
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Lemon Street, between Mission Trail & Grape Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2135	IN ...	6,989
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,989
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,135	6,989
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

17. Corydon Road, between Mission Trail & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13163	IN ...	19482
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	19482
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,163	19,513
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

18. Cereal Street, west of Corydon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1694	IN ...	8048
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	8048
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,694	8,048
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

19. Mission Trail, between Corydon Road & Bundy Canyon Road

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12157	IN ...	24,200
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	24,200
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,157	24,592
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

20. Bundy Canyon Road, between Mission Trail & I-15 SB Ramps

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14175	IN ...	23,388
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	23,388
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,175	23,734
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

21. Corydon Road, between Cereal Street & Palomar Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	17887	IN ...	29,541
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	29,541
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	17,887	29,572
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Mission Trail, between Bundy Canyon Road & Palomar Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	8590	IN ...	15,420
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	15,420
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	8,590	15,466
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

23. Palomar Street, between Corydon Road & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1306	IN ...	13,572
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	13,572
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,306	13,572
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

24. Stoneman Street, north of Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2621	IN ...	6,808
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,808
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,621	6,808
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Skylark Drive, north of Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	856	IN ...	1374
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1374
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	856	1,374
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

26. Corydon Road, between Palomar Street & Grand Avenue

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	11713	IN ...	27602
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	27602
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	11,713	27,633
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

27. Sylvester Street, between Lucerne Street & Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	112	IN ...	918
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	918
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	112	918
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

28. Lucerne Street, between Sylvester Street & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2230	IN ...	14,630
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	14,630
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,230	14,630
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

29. Cereal Street, between Lucerne Street & Stoneman Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1912	IN ...	9,353
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	9,353
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,912	9,353
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

30. Cereal Street, between Stoneman Street & Diamond Drive

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3234	IN ...	10,626
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10,626
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,234	10,626
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

31. Diamond Drive, between Olive Street & Cereal Street

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1645	IN ...	5248
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5248
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,645	5,248
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

32. Bundy Canyon Road, between Corydon Road & Mission Trail

DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	7706	IN ...	16885
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16885
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	7,706	16,885
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

1. Grape Street, east of Railroad Canyon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	39329	IN ...	52289
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	52289
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	39,329	52,289
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

2. Railroad Canyon Road, between Summerhill Dr/Grape St & Lakeshore Dr/Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13276	IN ...	43921
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	43921
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,276	47,416
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

3. Lucerne Street, south of Lakeshore Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1780	IN ...	16,943
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16,943
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,780	16,943
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

4. Casino Drive, east of Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5541	IN ...	11,523
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	11,523
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,541	11,523
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

5. Diamond Drive, between Lakeshore Dr/Mission Trail & Campbell Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	5485	IN ...	20,102
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	20,102
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	5,485	23,759
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

6. Diamond Drive, between Campbell Street & Malaga Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	4184	IN ...	11,185
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	11,185
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	4,184	11,883
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

7. Mission Trail, between Diamond Drive & Campbell Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	15595	IN ...	29,799
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	29,799
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	15,595	30,217
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

8. Mission Trail, between Campbell Street & Malaga Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	15317	IN ...	32,535
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	32,535
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	15,317	32,960
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

9. Malaga Road, between Diamond Drive & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1216	IN ...	3388
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	3388
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,216	4,082
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

10. Malaga Road, east of Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2934	IN ...	2948
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	2948
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,934	2,948
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

11. Diamond Drive, north of Summerly Place

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1486	IN ...	6,075
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,075
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,486	6,091
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

12. Mission Trail, between Malaga Road & Olive Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	14554	IN ...	32,302
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	32,302
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	14,554	32,648
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

13. Olive Street, between Mission Trail & Grape Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3453	IN ...	5,522
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5,522
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,453	5,522
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

14. Mission Trail, between Olive Street & Victorian Lane

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	15985	IN ...	32,571
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	32,571
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	15,985	32,917
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

15. Mission Trail, between Victorian Lane & Lemon Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16080	IN ...	32,775
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	32,775
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,080	33,121
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

16. Lemon Street, between Mission Trail & Grape Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1973	IN ...	6,529
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,529
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,973	6,529
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

17. Corydon Road, between Mission Trail & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	12124	IN ...	18466
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	18466
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	12,124	18,482
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

18. Cereal Street, west of Corydon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2707	IN ...	10187
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10187
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,707	10,187
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

19. Mission Trail, between Corydon Road & Bundy Canyon Road

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	10729	IN ...	21,560
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	21,560
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	10,729	21,891
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

20. Bundy Canyon Road, between Mission Trail & I-15 SB Ramps

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	13199	IN ...	22,486
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	22,486
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	13,199	22,785
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

21. Corydon Road, between Cereal Street & Palomar Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	16573	IN ...	28,169
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	28,169
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	16,573	28,185
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

22. Mission Trail, between Bundy Canyon Road & Palomar Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	7363	IN ...	13,523
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	13,523
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	7,363	13,554
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

23. Palomar Street, between Corydon Road & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1112	IN ...	11,788
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	11,788
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,112	11,788
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

24. Stoneman Street, north of Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2496	IN ...	6,682
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	6,682
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,496	6,682
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

25. Skylark Drive, north of Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	922	IN ...	1479
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1479
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	922	1,479
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

26. Corydon Road, between Palomar Street & Grand Avenue

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	10873	IN ...	25759
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	25759
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	10,873	25,775
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

27. Sylvester Street, between Lucerne Street & Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	106	IN ...	974
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	974
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	----	-----
NORTH	LEFT	0	0
BOUND	THRU	106	974
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

28. Lucerne Street, between Sylvester Street & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	2112	IN ...	15,280
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	15,280
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	2,112	15,280
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

29. Cereal Street, between Lucerne Street & Stoneman Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1811	IN ...	9,605
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	9,605
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,811	9,605
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

30. Cereal Street, between Stoneman Street & Diamond Drive

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	3064	IN ...	10,659
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	10,659
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	3,064	10,659
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

31. Diamond Drive, between Olive Street & Cereal Street

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	1559	IN ...	5089
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	5089
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	1,559	5,089
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

32. Bundy Canyon Road, between Corydon Road & Mission Trail

SATURDAY DAILY

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86

Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
-----	-----	-----	-----	-----
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	7300	IN ...	16700
	RIGHT	0	OUT ...	0
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	16700
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)

*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
-----	-----	-----	-----
NORTH	LEFT	0	0
BOUND	THRU	7,300	16,700
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

APPENDIX D

EXISTING TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX D-1

EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report**Intersection 1: Railroad Canyon Road at Summerhill Rd/Grape St**

Control Type:	Signalized	Delay (sec / veh):	37.1
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Base Volume Input [veh/h]	191	860	188	132	1776	192	193	107	432	237	69	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	191	860	188	132	1776	192	193	107	432	237	69	93
Peak Hour Factor	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	229	50	35	473	51	51	28	115	63	18	25
Total Analysis Volume [veh/h]	203	916	200	141	1891	204	206	114	460	252	73	99
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	8	0	4	0
Auxiliary Signal Groups									5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	7	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	30	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	13	47	0	20	54	0	0	11	11	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	0	0	0	21	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No	No		No	
Maximum Recall	No	No		No	No			No	No		No	
Pedestrian Recall	No	No		No	No			No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	49	49	11	50	50	24	24	37	11	11	11
g / C, Green / Cycle	0.08	0.44	0.44	0.10	0.46	0.46	0.22	0.22	0.34	0.10	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.06	0.26	0.13	0.08	0.39	0.40	0.12	0.06	0.29	0.07	0.04	0.06
s, saturation flow rate [veh/h]	3445	3547	1583	1774	3547	1772	1774	1863	1583	3445	1863	1583
c, Capacity [veh/h]	282	1567	699	171	1617	808	386	405	532	342	185	157
d1, Uniform Delay [s]	49.26	23.11	19.62	48.81	26.78	27.02	38.12	35.89	34.21	48.17	46.46	47.62
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.43	1.60	1.03	9.63	6.21	12.46	1.15	0.38	16.98	3.12	1.37	4.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.58	0.29	0.83	0.86	0.87	0.53	0.28	0.87	0.74	0.40	0.63
d, Delay for Lane Group [s/veh]	52.69	24.72	20.65	58.44	32.99	39.48	39.27	36.26	51.19	51.29	47.83	51.75
Lane Group LOS	D	C	C	E	C	D	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	2.85	9.11	3.45	4.25	17.13	18.89	5.02	2.59	13.78	3.50	1.94	2.78
50th-Percentile Queue Length [ft]	71.23	227.84	86.22	106.14	428.27	472.13	125.47	64.83	344.61	87.47	48.57	69.57
95th-Percentile Queue Length [veh]	5.13	14.06	6.21	7.62	23.92	26.01	8.69	4.67	19.87	6.30	3.50	5.01
95th-Percentile Queue Length [ft]	128.22	351.61	155.20	190.62	597.97	650.31	217.33	116.69	496.83	157.44	87.43	125.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.69	24.72	20.65	58.44	34.71	39.48	39.27	36.26	51.19	51.29	47.83	51.75
Movement LOS	D	C	C	E	C	D	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	28.41			36.64			45.86			50.80		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	37.13											
Intersection LOS	D											
Intersection V/C	0.917											

Sequence

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



Intersection Level Of Service Report
Intersection 2: Railroad Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.822

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	237	923	0	0	1179	1257	0	0	0	195	0	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	923	0	0	1179	1257	0	0	0	195	0	328
Peak Hour Factor	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	1.0000	1.0000	1.0000	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	240	0	0	307	327	0	0	0	51	0	85
Total Analysis Volume [veh/h]	247	961	0	0	1228	1309	0	0	0	203	0	342
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	5	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	14	77	0	0	63	0	0	0	0	0	28	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	C	R		C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	9	81	68	68	68		16	16
g / C, Green / Cycle	0.09	0.78	0.65	0.65	0.65		0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.07	0.19	0.45	0.53	0.53		0.11	0.12
s, saturation flow rate [veh/h]	3445	5074	1863	1583	1583		1774	2803
c, Capacity [veh/h]	311	3937	1206	1025	1025		262	415
d1, Uniform Delay [s]	46.81	3.25	11.94	13.99	13.99		43.04	43.41
k, delay calibration	0.11	0.50	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.63	0.15	3.41	7.54	7.54		4.83	4.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

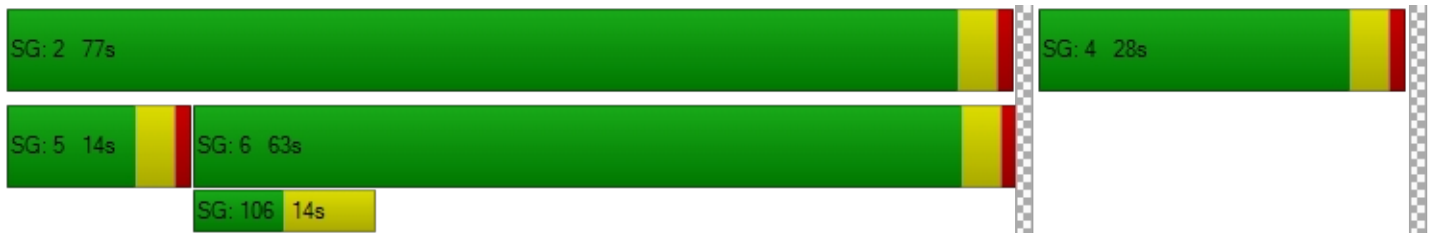
X, volume / capacity	0.80	0.24	0.70	0.82	0.82		0.77	0.82
d, Delay for Lane Group [s/veh]	51.44	3.40	15.35	21.53	21.53		47.87	47.60
Lane Group LOS	D	A	B	C	C		D	D
Critical Lane Group	Yes	No	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh]	3.35	1.50	12.58	15.55	15.55		5.39	4.52
50th-Percentile Queue Length [ft]	83.68	37.41	314.50	388.77	388.77		134.70	113.01
95th-Percentile Queue Length [veh]	6.02	2.69	18.40	22.02	22.02		9.19	8.01
95th-Percentile Queue Length [ft]	150.62	67.34	459.92	550.45	550.45		229.87	200.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.44	3.40	0.00	0.00	15.35	21.53	0.00	0.00	0.00	47.87	47.87	47.60
Movement LOS	D	A			B	C				D	D	D
d_A, Approach Delay [s/veh]	13.22			19.47			0.00			47.70		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	21.30											
Intersection LOS	C											
Intersection V/C	0.822											

Sequence

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



Intersection Level Of Service Report

Intersection 3: Diamond Drive at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	36.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.913

Intersection Setup

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	510	161	757	626	0	645	2	324	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	510	161	757	626	0	645	2	324	0	0	0
Peak Hour Factor	1.0000	0.9260	0.9260	0.9260	0.9260	1.0000	0.9260	0.9260	0.9260	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	138	43	204	169	0	174	1	87	0	0	0
Total Analysis Volume [veh/h]	0	551	174	817	676	0	697	2	350	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	67	78	0	0	27	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	14	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	19	19	51	74	23	23	23	
g / C, Green / Cycle	0.19	0.19	0.48	0.71	0.22	0.22	0.22	
(v / s)_i Volume / Saturation Flow Rate	0.14	0.15	0.46	0.19	0.20	0.11	0.11	
s, saturation flow rate [veh/h]	3547	1653	1774	3547	3445	1586	1583	
c, Capacity [veh/h]	657	306	855	2503	752	346	345	
d1, Uniform Delay [s]	40.33	40.80	26.09	5.62	40.23	36.10	36.10	
k, delay calibration	0.50	0.50	0.30	0.50	0.11	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	7.17	18.39	15.26	0.27	5.63	1.16	1.16	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.74	0.79	0.96	0.27	0.93	0.51	0.51	
d, Delay for Lane Group [s/veh]	47.50	59.19	41.36	5.89	45.86	37.25	37.27	
Lane Group LOS	D	E	D	A	D	D	D	
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	
50th-Percentile Queue Length [veh]	6.50	7.47	22.12	2.47	9.29	4.05	4.06	
50th-Percentile Queue Length [ft]	162.42	186.87	553.07	61.82	232.26	101.37	101.40	
95th-Percentile Queue Length [veh]	10.68	11.96	29.84	4.45	14.29	7.30	7.30	
95th-Percentile Queue Length [ft]	266.92	298.97	745.91	111.28	357.23	182.46	182.51	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	48.94	59.19	41.36	5.89	0.00	45.86	37.25	37.26	0.00	0.00	0.00
Movement LOS		D	E	D	A		D	D	D			
d_A, Approach Delay [s/veh]	51.40			25.30			42.98			0.00		
Approach LOS	D			C			D			A		
d_I, Intersection Delay [s/veh]	36.77											
Intersection LOS	D											
Intersection V/C	0.913											

Sequence

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



Intersection Level Of Service Report
Intersection 4: Diamond Drive at Auto Center Dr/Casino Dr

Control Type:	Signalized	Delay (sec / veh):	21.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Base Volume Input [veh/h]	43	393	14	154	517	248	221	91	63	11	78	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	393	14	154	517	248	221	91	63	11	78	63
Peak Hour Factor	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	113	4	44	149	72	64	26	18	3	22	18
Total Analysis Volume [veh/h]	50	453	16	178	596	286	255	105	73	13	90	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	39	0	12	40	0	0	39	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	28	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	45	45	7	47	47	26	26	26	26	26	26
g / C, Green / Cycle	0.06	0.50	0.50	0.08	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.03	0.09	0.09	0.05	0.25	0.25	0.21	0.05	0.05	0.01	0.04	0.05
s, saturation flow rate [veh/h]	1774	3547	1831	3445	1863	1661	1218	1863	1616	1201	1863	1603
c, Capacity [veh/h]	99	1758	907	265	963	859	368	548	475	361	548	471
d1, Uniform Delay [s]	41.30	12.54	12.55	40.43	14.01	14.01	33.21	23.61	23.66	26.69	23.48	23.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.97	0.22	0.43	2.93	1.74	1.95	2.51	0.15	0.18	0.04	0.13	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

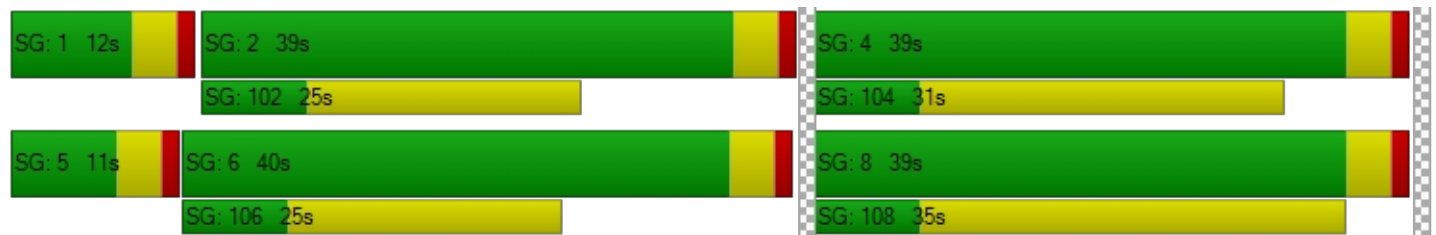
X, volume / capacity	0.51	0.18	0.18	0.67	0.48	0.48	0.69	0.17	0.18	0.04	0.15	0.17
d, Delay for Lane Group [s/veh]	45.27	12.76	12.98	43.36	15.75	15.97	35.72	23.75	23.84	26.73	23.60	23.76
Lane Group LOS	D	B	B	D	B	B	D	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	1.18	1.69	1.81	2.00	6.16	5.55	5.49	1.48	1.34	0.22	1.31	1.26
50th-Percentile Queue Length [ft]	29.38	42.32	45.33	50.08	154.10	138.84	137.32	36.93	33.56	5.45	32.85	31.42
95th-Percentile Queue Length [veh]	2.12	3.05	3.26	3.61	10.24	9.42	9.34	2.66	2.42	0.39	2.37	2.26
95th-Percentile Queue Length [ft]	52.89	76.18	81.60	90.14	255.90	235.47	233.41	66.47	60.41	9.82	59.13	56.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.27	12.83	12.98	43.36	15.80	15.97	35.72	23.76	23.84	26.73	23.61	23.76
Movement LOS	D	B	B	D	B	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	15.96			20.47			30.81			23.90		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	21.72											
Intersection LOS	C											
Intersection V/C	0.563											

Sequence

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



Intersection Level Of Service Report
Intersection 5: Lucerne Street at Lakeshore Drive

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Base Volume Input [veh/h]	1	1	318	0	1	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	318	0	1	296
Peak Hour Factor	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	94	0	0	88
Total Analysis Volume [veh/h]	1	1	377	0	1	351
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.28	10.41	0.00	0.00	8.05	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.31	0.31	0.00	0.00	0.06	0.00
d_A, Approach Delay [s/veh]	12.34		0.00		0.02	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	B					

Intersection Level Of Service Report**Intersection 6: Diamond Drive at Lakeshore Drive/Mission Trail**

Control Type:	Signalized	Delay (sec / veh):	36.5
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.425

Intersection Setup

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Base Volume Input [veh/h]	37	107	4	314	103	168	125	228	30	9	244	222
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	107	4	314	103	168	125	228	30	9	244	222
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	28	1	83	27	44	33	60	8	2	65	59
Total Analysis Volume [veh/h]	39	113	4	332	109	178	132	241	32	10	258	235
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	32	0	16	37	0	13	41	0	11	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	18	0	0	21	0	0	28	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	46	46	12	53	53	9	25	25	2	18	18
g / C, Green / Cycle	0.05	0.46	0.46	0.12	0.53	0.53	0.09	0.25	0.25	0.02	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.02	0.10	0.06	0.11	0.07	0.07	0.08	0.01	0.07	0.15
s, saturation flow rate [veh/h]	1774	3547	1831	3445	1863	1583	1774	1863	1788	1774	3547	1583
c, Capacity [veh/h]	84	1624	838	399	980	833	161	462	444	32	623	278
d1, Uniform Delay [s]	46.45	15.04	15.05	43.31	11.93	12.66	44.73	30.57	30.60	48.54	36.68	39.94
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.25	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.92	0.06	0.11	4.53	0.23	0.59	20.21	0.36	0.38	5.31	0.44	6.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.05	0.05	0.83	0.11	0.21	0.82	0.30	0.30	0.31	0.41	0.84
d, Delay for Lane Group [s/veh]	50.37	15.10	15.16	47.84	12.16	13.24	64.93	30.92	30.98	53.85	37.12	46.85
Lane Group LOS	D	B	B	D	B	B	E	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.03	0.49	0.52	4.24	1.25	2.19	4.10	2.74	2.67	0.29	2.83	6.06
50th-Percentile Queue Length [ft]	25.83	12.24	13.12	105.95	31.23	54.78	102.44	68.47	66.75	7.33	70.64	151.58
95th-Percentile Queue Length [veh]	1.86	0.88	0.94	7.61	2.25	3.94	7.38	4.93	4.81	0.53	5.09	10.10
95th-Percentile Queue Length [ft]	46.49	22.03	23.62	190.36	56.22	98.61	184.40	123.25	120.16	13.20	127.16	252.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.37	15.12	15.16	47.84	12.16	13.24	64.93	30.95	30.98	53.85	37.12	46.85
Movement LOS	D	B	B	D	B	B	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	23.93			31.61			42.03			42.00		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	36.51											
Intersection LOS	D											
Intersection V/C	0.425											

Sequence

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



Intersection Level Of Service Report

Intersection 7: Diamond Drive at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Diamond Drive		Diamond Drive		Campbell Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Diamond Drive		Diamond Drive		Campbell Street	
Base Volume Input [veh/h]	104	6	25	94	2	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	6	25	94	2	29
Peak Hour Factor	0.8640	0.8640	0.8640	0.8640	0.8640	0.8640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	2	7	27	1	8
Total Analysis Volume [veh/h]	120	7	29	109	2	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.52	0.00	10.17	8.79
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.06	0.00	0.12	0.12
95th-Percentile Queue Length [ft]	0.00	0.00	1.52	0.00	2.90	2.90
d_A, Approach Delay [s/veh]	0.00		1.58		8.86	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.78					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 8: Mission Trail at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	21.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Base Volume Input [veh/h]	10	449	6	17	470	9	8	0	1	3	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	449	6	17	470	9	8	0	1	3	0	5
Peak Hour Factor	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	117	2	4	122	2	2	0	0	1	0	1
Total Analysis Volume [veh/h]	10	466	6	18	488	9	8	0	1	3	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.02	0.00	0.00	0.03	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	8.42	0.00	0.00	8.37	0.00	0.00	18.36	21.10	10.17	17.79	20.89	9.84
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	A
95th-Percentile Queue Length [veh]	0.03	0.00	0.00	0.05	0.00	0.00	0.09	0.09	0.09	0.05	0.05	0.05
95th-Percentile Queue Length [ft]	0.71	0.00	0.00	1.26	0.00	0.00	2.33	2.33	2.33	1.30	1.30	1.30
d_A, Approach Delay [s/veh]	0.17			0.29			17.45			12.82		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	0.49											
Intersection LOS	C											

Intersection Level Of Service Report

Intersection 9: Diamond Drive at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	9.9
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.065

Intersection Setup

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	2	128	6	1	63	4	4	1	1	11	9	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	128	6	1	63	4	4	1	1	11	9	13
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	36	2	0	18	1	1	0	0	3	3	4
Total Analysis Volume [veh/h]	2	143	7	1	71	4	4	1	1	12	10	15
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	33	0	11	33	33	11	29	0	17	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	18	0	18	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	70	70	0	70	74	1	2	2	2	3	3
g / C, Green / Cycle	0.00	0.77	0.77	0.00	0.77	0.83	0.01	0.02	0.02	0.02	0.04	0.04
(v / s)_i Volume / Saturation Flow Rate	0.00	0.04	0.04	0.00	0.02	0.00	0.00	0.00	0.00	0.01	0.01	0.01
s, saturation flow rate [veh/h]	1774	1863	1832	1774	3547	1583	1774	1863	1583	1774	1863	1583
c, Capacity [veh/h]	9	1440	1417	6	2735	1305	16	46	39	38	70	60
d1, Uniform Delay [s]	44.68	2.42	2.42	44.82	2.41	1.40	44.40	42.91	42.91	43.46	41.99	42.16
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.69	0.07	0.07	13.79	0.02	0.00	8.47	0.19	0.26	4.57	0.92	2.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

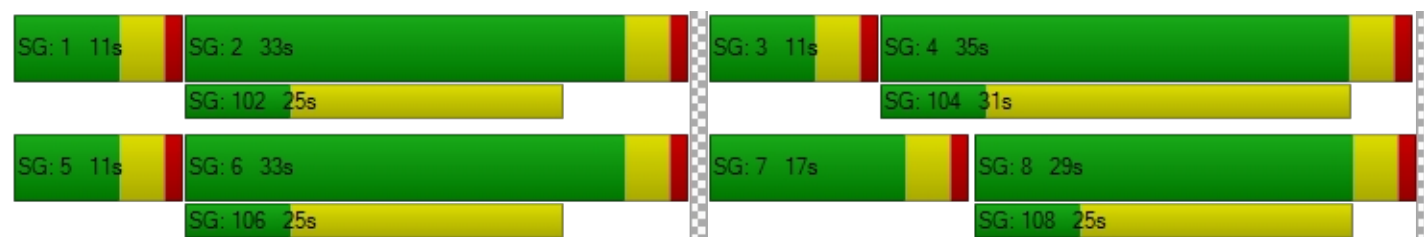
X, volume / capacity	0.22	0.05	0.05	0.17	0.03	0.00	0.26	0.02	0.03	0.31	0.14	0.25
d, Delay for Lane Group [s/veh]	56.37	2.49	2.49	58.61	2.43	1.40	52.87	43.09	43.17	48.03	42.91	44.35
Lane Group LOS	E	A	A	E	A	A	D	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.07	0.24	0.24	0.04	0.11	0.01	0.12	0.02	0.02	0.31	0.23	0.36
50th-Percentile Queue Length [ft]	1.84	6.08	6.06	1.10	2.70	0.16	3.11	0.60	0.61	7.74	5.78	8.94
95th-Percentile Queue Length [veh]	0.13	0.44	0.44	0.08	0.19	0.01	0.22	0.04	0.04	0.56	0.42	0.64
95th-Percentile Queue Length [ft]	3.31	10.94	10.91	1.98	4.86	0.28	5.60	1.08	1.10	13.94	10.41	16.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.37	2.49	2.49	58.61	2.43	1.40	52.87	43.09	43.17	48.03	42.91	44.35
Movement LOS	E	A	A	E	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	3.20			3.11			49.63			45.16		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	9.93											
Intersection LOS	A											
Intersection V/C	0.065											

Sequence

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



Intersection Level Of Service Report
Intersection 10: Mission Trail at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	9.2
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.229

Intersection Setup

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	31	469	56	7	369	9	3	1	11	54	4	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	469	56	7	369	9	3	1	11	54	4	8
Peak Hour Factor	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	119	14	2	94	2	1	0	3	14	1	2
Total Analysis Volume [veh/h]	32	477	57	7	375	9	3	1	11	55	4	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	39	0	11	39	0	11	28	0	12	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	18	0	0	0	0	0	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	66	66	1	63	63	1	2	2	5	7	7
g / C, Green / Cycle	0.04	0.73	0.73	0.01	0.70	0.70	0.01	0.02	0.02	0.06	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.15	0.00	0.10	0.10	0.00	0.00	0.01	0.03	0.00	0.01
s, saturation flow rate [veh/h]	1774	1863	1794	1774	1863	1847	1774	1863	1583	1774	1863	1583
c, Capacity [veh/h]	77	1359	1309	23	1302	1292	11	39	33	104	137	116
d1, Uniform Delay [s]	41.96	3.86	3.86	44.04	4.55	4.55	44.55	43.21	43.49	41.18	38.76	38.87
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.51	0.33	0.35	6.94	0.24	0.24	12.32	0.26	5.75	4.08	0.09	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

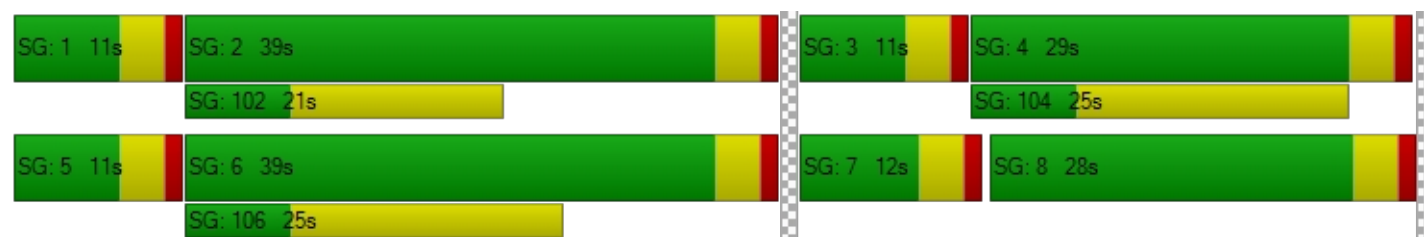
X, volume / capacity	0.41	0.20	0.20	0.30	0.15	0.15	0.27	0.03	0.33	0.53	0.03	0.07
d, Delay for Lane Group [s/veh]	45.47	4.19	4.21	50.98	4.79	4.79	56.88	43.47	49.24	45.26	38.84	39.12
Lane Group LOS	D	A	A	D	A	A	E	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	0.76	1.35	1.31	0.20	1.08	1.07	0.10	0.02	0.29	1.29	0.08	0.17
50th-Percentile Queue Length [ft]	19.03	33.72	32.84	4.96	26.95	26.83	2.61	0.61	7.31	32.28	2.12	4.28
95th-Percentile Queue Length [veh]	1.37	2.43	2.36	0.36	1.94	1.93	0.19	0.04	0.53	2.32	0.15	0.31
95th-Percentile Queue Length [ft]	34.25	60.69	59.11	8.93	48.51	48.30	4.69	1.10	13.15	58.10	3.81	7.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.47	4.20	4.21	50.98	4.79	4.79	56.88	43.47	49.24	45.26	38.84	39.12
Movement LOS	D	A	A	D	A	A	E	D	D	D	D	D
d_A, Approach Delay [s/veh]	6.53			5.62			50.38			44.14		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	9.24											
Intersection LOS	A											
Intersection V/C	0.229											

Sequence

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



Intersection Level Of Service Report
Intersection 11: Mission Trail at Olive Street

Control Type:	Signalized	Delay (sec / veh):	5.6
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.286

Intersection Setup

Name	Mission Trail		Mission Trail		Olive Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Mission Trail		Mission Trail		Olive Street	
Base Volume Input [veh/h]	570	86	8	502	69	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	570	86	8	502	69	16
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	155	23	2	136	19	4
Total Analysis Volume [veh/h]	620	93	9	546	75	17
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	50	0	11	61	29	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	7	0
Pedestrian Clearance [s]	11	0	0	0	18	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	70	70	1	76	6	6
g / C, Green / Cycle	0.78	0.78	0.02	0.84	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.19	0.20	0.01	0.15	0.04	0.01
s, saturation flow rate [veh/h]	1863	1781	1774	3547	1774	1583
c, Capacity [veh/h]	1451	1387	30	2980	126	112
d1, Uniform Delay [s]	2.73	2.76	43.73	1.36	40.57	39.28
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.40	0.45	5.43	0.14	4.43	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.26	0.30	0.18	0.60	0.15
d, Delay for Lane Group [s/veh]	3.13	3.20	49.16	1.50	45.00	39.89
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh]	1.32	1.34	0.24	0.41	1.75	0.37
50th-Percentile Queue Length [ft]	32.95	33.52	6.04	10.29	43.73	9.23
95th-Percentile Queue Length [veh]	2.37	2.41	0.44	0.74	3.15	0.66
95th-Percentile Queue Length [ft]	59.31	60.34	10.88	18.51	78.72	16.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	3.16	3.20	49.16	1.50	45.00	39.89
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	3.17		2.27		44.05	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.57					
Intersection LOS	A					
Intersection V/C	0.286					

Sequence

[illegible]

Intersection Level Of Service Report
Intersection 12: Mission Trail at Victorian Lane

Control Type:	Two-way stop	Delay (sec / veh):	29.9
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name	Mission Trail			Mission Trail			Victoria Lane			Victoria Lane		
Base Volume Input [veh/h]	0	659	8	1	575	0	0	0	0	9	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	659	8	1	575	0	0	0	0	9	0	0
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	178	2	0	155	0	0	0	0	2	0	0
Total Analysis Volume [veh/h]	0	712	9	1	621	0	0	0	0	10	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00
d_M, Delay for Movement [s/veh]	8.77	0.00	0.00	9.11	0.00	0.00	22.62	28.95	10.25	25.25	29.88	11.74	
Movement LOS	A	A	A	A	A	A	C	D	B	D	D	B	
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	1.61	0.81	0.00	0.00	0.00	0.00	0.17	0.17	0.17	
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	40.32	20.16	0.00	0.00	0.00	0.00	4.19	4.19	4.19	
d_A, Approach Delay [s/veh]	0.00			0.01			20.61			25.25			
Approach LOS	A			A			C			D			
d_I, Intersection Delay [s/veh]	0.19												
Intersection LOS	D												

Intersection Level Of Service Report
Intersection 13: Mission Trail at Lemon Street

Control Type:	Signalized	Delay (sec / veh):	8.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.339

Intersection Setup

Name	Mission Trail		Mission Trail		Lemon Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Lemon Street	
Base Volume Input [veh/h]	635	122	49	526	64	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	635	122	49	526	64	36
Peak Hour Factor	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	176	34	14	146	18	10
Total Analysis Volume [veh/h]	704	135	54	583	71	40
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	18	0	11	29	61	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	0	0
Pedestrian Clearance [s]	7	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	65	65	5	74	8
g / C, Green / Cycle	0.72	0.72	0.06	0.83	0.08
(v / s)_i Volume / Saturation Flow Rate	0.20	0.09	0.03	0.16	0.07
s, saturation flow rate [veh/h]	3547	1583	1774	3547	1700
c, Capacity [veh/h]	2566	1146	104	2932	143
d1, Uniform Delay [s]	4.29	3.76	41.14	1.62	40.38
k, delay calibration	0.50	0.50	0.11	0.50	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	0.21	3.94	0.15	8.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.12	0.52	0.20	0.77
d, Delay for Lane Group [s/veh]	4.56	3.97	45.08	1.77	48.94
Lane Group LOS	A	A	D	A	D
Critical Lane Group	Yes	No	Yes	No	Yes
50th-Percentile Queue Length [veh]	1.85	0.66	1.27	0.56	2.72
50th-Percentile Queue Length [ft]	46.32	16.44	31.63	14.09	67.97
95th-Percentile Queue Length [veh]	3.34	1.18	2.28	1.01	4.89
95th-Percentile Queue Length [ft]	83.38	29.60	56.93	25.36	122.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.56	3.97	45.08	1.77	48.94	48.94
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	4.46		5.44		48.94	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	7.97					
Intersection LOS	A					
Intersection V/C	0.339					

Sequence

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



Intersection Level Of Service Report

Intersection 14: Mission Trail at Corydon Road

Control Type:	Signalized	Delay (sec / veh):	19.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

Intersection Setup

Name	Mission Trail		Mission Trail		Corydon Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Corydon Road	
Base Volume Input [veh/h]	256	343	313	281	410	226
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	256	343	313	281	410	226
Peak Hour Factor	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	96	87	78	114	63
Total Analysis Volume [veh/h]	285	382	349	313	457	252
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Permissive	Overlap
Signal group	5	2	6	6	3	8
Auxiliary Signal Groups				3,6		5,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	32	61	29	29	29	29
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	7	0
Pedestrian Clearance [s]	0	0	18	18	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	17	67	46	65	15	36
g / C, Green / Cycle	0.19	0.74	0.51	0.72	0.17	0.41
(v / s)_i Volume / Saturation Flow Rate	0.16	0.11	0.10	0.20	0.13	0.09
s, saturation flow rate [veh/h]	1774	3547	3547	1583	3445	2803
c, Capacity [veh/h]	337	2625	1793	1141	589	1137
d1, Uniform Delay [s]	35.17	3.41	12.21	4.37	35.68	17.48
k, delay calibration	0.11	0.50	0.50	0.23	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.78	0.12	0.24	0.28	2.24	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.15	0.19	0.27	0.78	0.22
d, Delay for Lane Group [s/veh]	40.96	3.52	12.45	4.65	37.92	17.58
Lane Group LOS	D	A	B	A	D	B
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	6.44	0.81	1.89	1.68	4.89	1.68
50th-Percentile Queue Length [ft]	161.01	20.37	47.33	42.08	122.16	41.89
95th-Percentile Queue Length [veh]	10.60	1.47	3.41	3.03	8.51	3.02
95th-Percentile Queue Length [ft]	265.06	36.66	85.19	75.75	212.79	75.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.96	3.52	12.45	4.65	37.92	17.58
Movement LOS	D	A	B	A	D	B
d_A, Approach Delay [s/veh]	19.52		8.76		30.69	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	19.91					
Intersection LOS	B					
Intersection V/C	0.522					

Sequence

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



Intersection Level Of Service Report
Intersection 15: Corydon Road at Cereal Street

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Corydon Road		Corydon Road		Cereal Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Corydon Road		Corydon Road		Cereal Street	
Base Volume Input [veh/h]	1	640	466	11	3	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	640	466	11	3	1
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	176	128	3	1	0
Total Analysis Volume [veh/h]	1	705	513	12	3	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	8.46	0.00	0.00	0.00	14.11	11.54
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft]	0.07	0.00	0.00	0.00	0.71	0.71
d_A, Approach Delay [s/veh]	0.01		0.00		13.47	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 16: Mission Trail at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	18.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.408

Intersection Setup

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	1	310	63	228	250	0	0	0	0	60	0	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	310	63	228	250	0	0	0	0	60	0	245
Peak Hour Factor	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	1.0000	0.8820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	88	18	65	71	0	0	0	0	17	0	69
Total Analysis Volume [veh/h]	1	351	71	259	283	0	0	0	0	68	0	278
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	7	0	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	7	0	7
Maximum Green [s]	30	30	0	30	30	0	0	30	0	30	0	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0
Split [s]	11	25	0	22	36	0	0	11	0	32	0	43
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
Walk [s]	0	7	0	0	0	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	21	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Recall	No	No		No	No			No		No		No
Maximum Recall	No	No		No	No			No		No		No
Pedestrian Recall	No	No		No	No			No		No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	0	49	49	15	63	63	5	6	34
g / C, Green / Cycle	0.00	0.54	0.54	0.16	0.70	0.70	0.06	0.06	0.37
(v / s)_i Volume / Saturation Flow Rate	0.00	0.12	0.12	0.08	0.08	0.08	0.00	0.04	0.18
s, saturation flow rate [veh/h]	1774	1863	1756	3445	1863	1863	1863	1774	1583
c, Capacity [veh/h]	6	1002	945	562	1300	1300	145	115	591
d1, Uniform Delay [s]	44.82	10.88	10.90	34.13	4.45	4.45	0.00	41.01	21.49
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.34
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.79	0.49	0.53	0.59	0.17	0.17	0.00	4.77	1.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.21	0.22	0.46	0.11	0.11	0.00	0.59	0.47
d, Delay for Lane Group [s/veh]	58.61	11.37	11.44	34.72	4.62	4.62	0.00	45.78	23.30
Lane Group LOS	E	B	B	C	A	A	A	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.04	2.24	2.17	2.57	0.77	0.77	0.00	1.60	4.62
50th-Percentile Queue Length [ft]	1.10	56.11	54.23	64.35	19.29	19.29	0.00	40.11	115.48
95th-Percentile Queue Length [veh]	0.08	4.04	3.90	4.63	1.39	1.39	0.00	2.89	8.14
95th-Percentile Queue Length [ft]	1.98	101.00	97.61	115.83	34.71	34.71	0.00	72.20	203.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.61	11.39	11.44	34.72	4.62	4.62	0.00	0.00	0.00	45.78	0.00	23.30
Movement LOS	E	B	B	C	A	A	A	A	A	D		C
d_A, Approach Delay [s/veh]	11.51			19.00			0.00			27.72		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	18.89											
Intersection LOS	B											
Intersection V/C	0.408											

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Street at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	294.4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	25.751

Intersection Setup

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	10	67	335	198	36	7	23	392	15	295	382	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	67	335	198	36	7	23	392	15	295	382	106
Peak Hour Factor	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	21	103	61	11	2	7	120	5	90	117	32
Total Analysis Volume [veh/h]	12	82	410	242	44	9	28	480	18	361	468	130
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	57	0	0	57	0	11	22	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	11	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	53	53	4	18	18	7	21	21
g / C, Green / Cycle	0.59	0.59	0.59	0.59	0.04	0.20	0.20	0.08	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.20	0.26	21.98	0.01	0.02	0.13	0.13	0.20	0.17	0.17
s, saturation flow rate [veh/h]	468	1583	13	1583	1774	1863	1839	1774	1863	1725
c, Capacity [veh/h]	320	932	82	932	69	370	365	141	445	412
d1, Uniform Delay [s]	16.77	10.27	40.12	7.65	42.21	33.39	33.40	41.43	31.29	31.29
k, delay calibration	0.11	0.11	0.50	0.11	0.11	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.50	0.33	1159.09	0.00	3.73	9.55	9.74	724.44	8.79	9.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

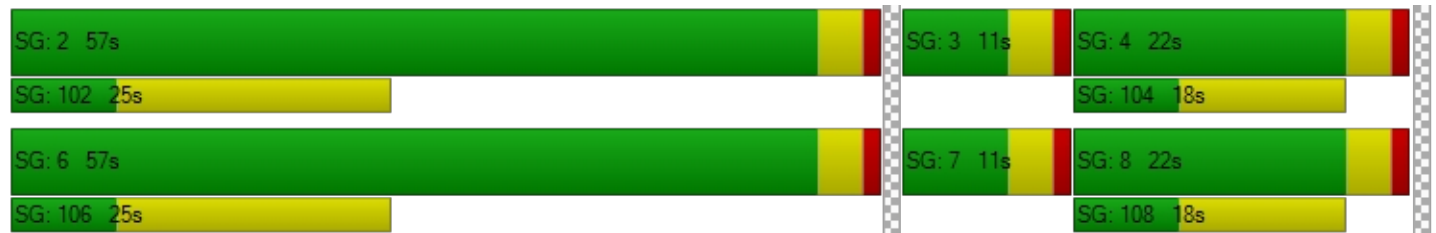
X, volume / capacity	0.29	0.44	3.51	0.01	0.40	0.68	0.68	2.56	0.70	0.70
d, Delay for Lane Group [s/veh]	17.27	10.60	1199.21	7.66	45.94	42.94	43.14	765.87	40.08	40.74
Lane Group LOS	B	B	F	A	D	D	D	F	D	D
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	1.08	4.18	28.05	0.07	0.67	5.94	5.89	31.41	7.10	6.65
50th-Percentile Queue Length [ft]	27.03	104.41	701.13	1.70	16.83	148.38	147.35	785.17	177.55	166.32
95th-Percentile Queue Length [veh]	1.95	7.52	50.48	0.12	1.21	9.93	9.88	49.37	11.47	10.88
95th-Percentile Queue Length [ft]	48.65	187.94	1262.04	3.06	30.30	248.26	246.89	1234.13	286.81	272.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.27	17.27	10.60	1199.21	1199.21	7.66	45.94	43.04	43.14	765.87	40.30	40.74
Movement LOS	B	B	B	F	F	A	D	D	D	F	D	D
d_A, Approach Delay [s/veh]	11.84			1162.86			43.19			313.49		
Approach LOS	B			F			D			F		
d_I, Intersection Delay [s/veh]	294.38											
Intersection LOS	F											
Intersection V/C	25.751											

Sequence

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



Intersection Level Of Service Report
Intersection 18: I-15 SB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	36.7
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.914

Intersection Setup

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	0	0	178	1	259	0	451	485	416	558	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	178	1	259	0	451	485	416	558	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8610	0.8610	0.8610	1.0000	0.8610	0.8610	0.8610	0.8610	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	52	0	75	0	131	141	121	162	0
Total Analysis Volume [veh/h]	0	0	0	207	1	301	0	524	563	483	648	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	7	0	0	7	0	7	7	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	46	0	0	21	0	48	69	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	4	0	0	7	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	C	C	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		25	25	45	45	34	82
g / C, Green / Cycle		0.21	0.21	0.39	0.39	0.29	0.72
(v / s)_i Volume / Saturation Flow Rate		0.12	0.19	0.28	0.36	0.27	0.18
s, saturation flow rate [veh/h]		1774	1584	1863	1583	1774	3547
c, Capacity [veh/h]		379	338	726	617	519	2543
d1, Uniform Delay [s]		40.26	43.94	29.78	33.22	39.54	5.63
k, delay calibration		0.11	0.11	0.50	0.50	0.11	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.23	8.22	6.13	20.11	8.03	0.24
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

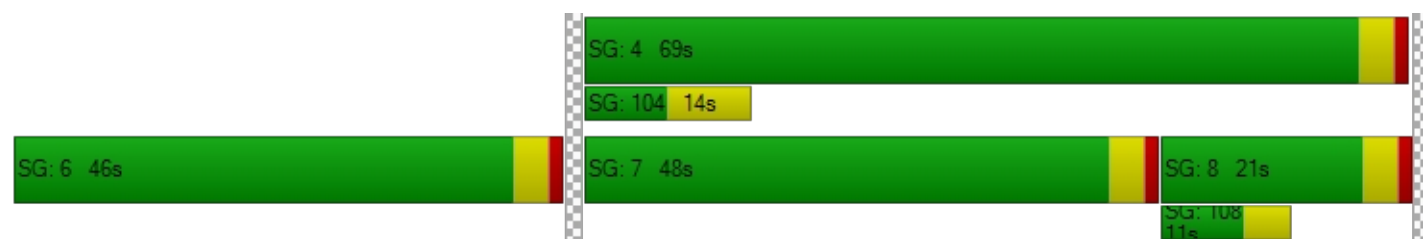
X, volume / capacity		0.55	0.89	0.72	0.91	0.93	0.25
d, Delay for Lane Group [s/veh]		41.49	52.15	35.91	53.33	47.57	5.87
Lane Group LOS		D	D	D	D	D	A
Critical Lane Group		No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh]		5.34	9.07	13.35	17.96	14.24	2.53
50th-Percentile Queue Length [ft]		133.49	226.69	333.75	449.05	355.96	63.17
95th-Percentile Queue Length [veh]		9.13	14.01	19.34	24.91	20.43	4.55
95th-Percentile Queue Length [ft]		228.23	350.15	483.55	622.82	510.67	113.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	41.49	52.15	52.15	0.00	35.91	53.33	47.57	5.87	0.00
Movement LOS				D	D	D		D	D	D	A	
d_A, Approach Delay [s/veh]	0.00			47.82			44.93			23.68		
Approach LOS	A			D			D			C		
d_I, Intersection Delay [s/veh]	36.66											
Intersection LOS	D											
Intersection V/C	0.914											

Sequence

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



Intersection Level Of Service Report
Intersection 19: I-15 NB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	284	2	144	0	0	0	241	391	0	0	682	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	284	2	144	0	0	0	241	391	0	0	682	325
Peak Hour Factor	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000	0.9170	0.9170	1.0000	1.0000	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	1	39	0	0	0	66	107	0	0	186	89
Total Analysis Volume [veh/h]	310	2	157	0	0	0	263	426	0	0	744	354
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	0	0	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	49	0	0	0	0	26	41	0	0	15	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	7	0	0	4	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18		16	64	44	44
g / C, Green / Cycle	0.20	0.20		0.17	0.71	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.17	0.10		0.15	0.12	0.29	0.33
s, saturation flow rate [veh/h]	1774	1586		1774	3547	1863	1672
c, Capacity [veh/h]	362	324		307	2507	911	818
d1, Uniform Delay [s]	34.55	31.69		36.13	4.39	16.65	17.48
k, delay calibration	0.11	0.11		0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.84	1.15		6.79	0.15	2.94	4.36
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

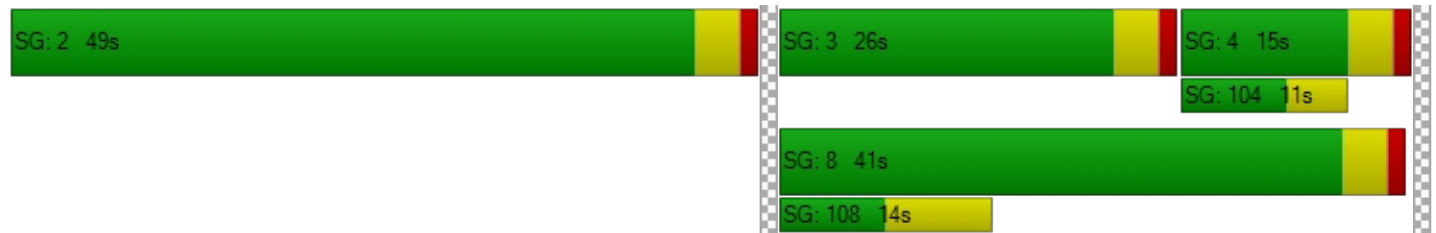
X, volume / capacity	0.86	0.49		0.86	0.17	0.60	0.67
d, Delay for Lane Group [s/veh]	40.39	32.84		42.92	4.54	19.60	21.84
Lane Group LOS	D	C		D	A	B	C
Critical Lane Group	Yes	No		Yes	No	No	Yes
50th-Percentile Queue Length [veh]	6.98	3.11		6.07	1.13	8.43	9.06
50th-Percentile Queue Length [ft]	174.53	77.78		151.87	28.15	210.87	226.59
95th-Percentile Queue Length [veh]	11.31	5.60		10.12	2.03	13.20	14.00
95th-Percentile Queue Length [ft]	282.85	140.01		252.92	50.67	329.94	350.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.39	32.84	32.84	0.00	0.00	0.00	42.92	4.54	0.00	0.00	20.18	21.84
Movement LOS	D	C	C				D	A			C	C
d_A, Approach Delay [s/veh]	37.83			0.00			19.19			20.72		
Approach LOS	D			A			B			C		
d_I, Intersection Delay [s/veh]	23.81											
Intersection LOS	C											
Intersection V/C	0.751											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 20: Corydon Road at Palomar Street

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Base Volume Input [veh/h]	12	487	70	10	387	38	97	78	19	113	46	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	487	70	10	387	38	97	78	19	113	46	39
Peak Hour Factor	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	144	21	3	114	11	29	23	6	33	14	12
Total Analysis Volume [veh/h]	14	575	83	12	457	45	115	92	22	133	54	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	50	0	11	50	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	18	0	0	14	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	59	59	2	59	59	17	17	17	17	17
g / C, Green / Cycle	0.02	0.65	0.65	0.02	0.65	0.65	0.19	0.19	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.01	0.31	0.05	0.01	0.14	0.14	0.09	0.05	0.01	0.10	0.06
s, saturation flow rate [veh/h]	1774	1863	1583	1774	1863	1805	1290	1863	1583	1299	1723
c, Capacity [veh/h]	41	1218	1036	36	1213	1176	232	358	304	243	331
d1, Uniform Delay [s]	43.28	7.79	5.68	43.48	6.34	6.34	38.47	30.90	29.79	38.34	31.18
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.75	1.31	0.15	5.19	0.39	0.41	1.64	0.38	0.10	1.92	0.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.47	0.08	0.33	0.21	0.21	0.50	0.26	0.07	0.55	0.30
d, Delay for Lane Group [s/veh]	48.02	9.10	5.83	48.66	6.73	6.75	40.11	31.28	29.89	40.26	31.69
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh]	0.36	5.23	0.55	0.31	1.85	1.81	2.53	1.71	0.39	2.94	1.89
50th-Percentile Queue Length [ft]	8.96	130.82	13.70	7.84	46.17	45.20	63.18	42.83	9.87	73.55	47.13
95th-Percentile Queue Length [veh]	0.65	8.98	0.99	0.56	3.32	3.25	4.55	3.08	0.71	5.30	3.39
95th-Percentile Queue Length [ft]	16.13	224.61	24.65	14.11	83.11	81.37	113.72	77.10	17.76	132.39	84.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.02	9.10	5.83	48.66	6.74	6.75	40.11	31.28	29.89	40.26	31.69	31.69
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	9.51			7.72			35.58			36.58		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	16.40											
Intersection LOS	B											
Intersection V/C	0.482											

Sequence

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



Intersection Level Of Service Report
Intersection 21: Mission Trail at Palomar Street

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.342

Intersection Setup

Name	Palomar Street		Mission Trail		Palomar Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Palomar Street		Mission Trail		Palomar Street	
Base Volume Input [veh/h]	88	226	261	135	148	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	226	261	135	148	133
Peak Hour Factor	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	65	75	39	43	38
Total Analysis Volume [veh/h]	101	260	300	155	170	153
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.34	0.21
d_M, Delay for Movement [s/veh]	8.58	0.00	0.00	0.00	15.95	11.13
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.30	0.00	0.00	0.00	1.50	0.77
95th-Percentile Queue Length [ft]	7.52	0.00	0.00	0.00	37.56	19.36
d_A, Approach Delay [s/veh]	2.40		0.00		13.67	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.64					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 22: Stoneman Street at Grand Avenue

Control Type:	Two-way stop	Delay (sec / veh):	51.2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	21	0	11	7	0	10	1	610	17	4	636	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	0	11	7	0	10	1	610	17	4	636	2
Peak Hour Factor	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	3	2	0	3	0	179	5	1	186	1
Total Analysis Volume [veh/h]	25	0	13	8	0	12	1	714	20	5	745	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.00	0.03	0.08	0.00	0.03	0.00	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	51.16	44.10	23.55	43.94	36.82	16.15	9.18	0.00	0.00	9.16	0.00	0.00
Movement LOS	F	E	C	E	E	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	1.08	1.08	1.08	0.36	0.36	0.36	0.00	0.00	0.00	0.02	0.00	0.00
95th-Percentile Queue Length [ft]	26.93	26.93	26.93	9.12	9.12	9.12	0.09	0.00	0.00	0.43	0.00	0.00
d_A, Approach Delay [s/veh]	41.72			27.27			0.01			0.06		
Approach LOS	E			D			A			A		
d_I, Intersection Delay [s/veh]	1.41											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 23: Corydon Road at Grand Avenue

Control Type:	Signalized	Delay (sec / veh):	13.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	0	1	1	76	1	366	343	478	0	0	302	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	1	76	1	366	343	478	0	0	302	72
Peak Hour Factor	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	22	0	104	97	135	0	0	86	20
Total Analysis Volume [veh/h]	0	1	1	86	1	415	389	542	0	0	342	82
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	3	8	0	0	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	30	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	22	22	46	68	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	11	11	0	0	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No	No	No	No			No	
Maximum Recall		No			No	No	No	No			No	
Pedestrian Recall		No			No	No	No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	43	64	64	39	39
g / C, Green / Cycle	0.20	0.20	0.48	0.71	0.71	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.00	0.06	0.26	0.31	0.29	0.00	0.24
s, saturation flow rate [veh/h]	1712	1463	1583	1251	1863	860	1801
c, Capacity [veh/h]	383	372	756	840	1324	331	782
d1, Uniform Delay [s]	28.84	30.30	16.67	7.16	5.30	0.00	18.87
k, delay calibration	0.11	0.11	0.14	0.22	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.32	0.79	0.79	0.94	0.00	2.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.23	0.55	0.46	0.41	0.00	0.54
d, Delay for Lane Group [s/veh]	28.84	30.62	17.46	7.95	6.24	0.00	21.57
Lane Group LOS	C	C	B	A	A	A	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	0.03	1.60	5.90	2.35	3.66	0.00	6.84
50th-Percentile Queue Length [ft]	0.87	40.09	147.43	58.70	91.59	0.00	170.88
95th-Percentile Queue Length [veh]	0.06	2.89	9.88	4.23	6.59	0.00	11.12
95th-Percentile Queue Length [ft]	1.57	72.16	247.00	105.66	164.87	0.00	278.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.84	28.84	28.84	30.62	30.62	17.46	7.95	6.24	6.24	0.00	21.57	21.57
Movement LOS	C	C	C	C	C	B	A	A	A	A	C	C
d_A, Approach Delay [s/veh]	28.84			19.74			6.96			21.57		
Approach LOS	C			B			A			C		
d_I, Intersection Delay [s/veh]	13.77											
Intersection LOS	B											
Intersection V/C	0.635											

Sequence

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



Intersection Level Of Service Report**Intersection 1: Railroad Canyon Road at Summerhill Rd/Grape St**

Control Type:	Signalized	Delay (sec / veh):	46.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.974

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Base Volume Input [veh/h]	295	1434	336	139	928	92	218	164	327	314	170	272
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	295	1434	336	139	928	92	218	164	327	314	170	272
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	373	87	36	241	24	57	43	85	82	44	71
Total Analysis Volume [veh/h]	307	1491	349	144	965	96	227	170	340	326	177	283
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	8	0	4	0
Auxiliary Signal Groups									5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	7	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	30	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	17	55	0	17	55	0	0	16	16	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	0	0	0	21	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No	No		No	
Maximum Recall	No	No		No	No			No	No		No	
Pedestrian Recall	No	No		No	No			No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	53	53	12	51	51	16	16	33	24	24	24
g / C, Green / Cycle	0.11	0.44	0.44	0.10	0.43	0.43	0.13	0.13	0.27	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.09	0.42	0.22	0.08	0.20	0.20	0.13	0.09	0.21	0.09	0.10	0.18
s, saturation flow rate [veh/h]	3445	3547	1583	1774	3547	1778	1774	1863	1583	3445	1863	1583
c, Capacity [veh/h]	375	1555	694	171	1512	758	232	243	432	693	374	318
d1, Uniform Delay [s]	52.34	32.66	24.28	53.32	24.68	24.69	52.03	49.93	40.43	42.33	42.35	46.66
k, delay calibration	0.11	0.50	0.50	0.23	0.50	0.50	0.39	0.20	0.50	0.11	0.11	0.28
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.44	14.91	2.59	19.60	1.04	2.07	47.37	6.48	13.51	0.50	0.93	18.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

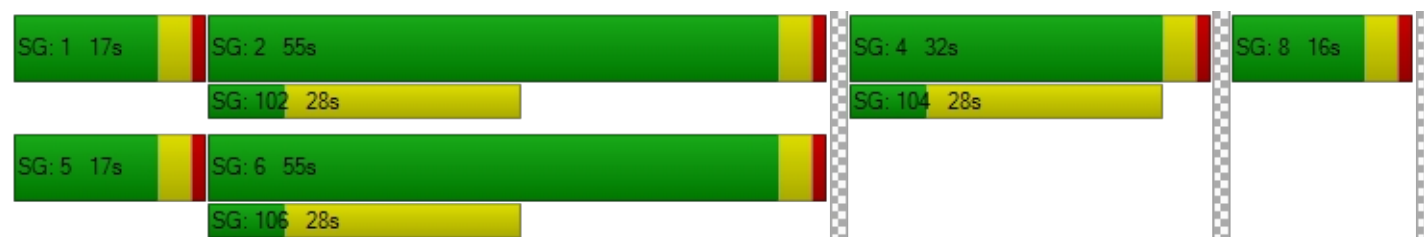
X, volume / capacity	0.82	0.96	0.50	0.84	0.47	0.47	0.98	0.70	0.79	0.47	0.47	0.89
d, Delay for Lane Group [s/veh]	56.78	47.57	26.87	72.93	25.72	26.76	99.40	56.41	53.94	42.83	43.27	65.02
Lane Group LOS	E	D	C	E	C	C	F	E	D	D	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	4.75	23.61	7.60	5.20	7.39	7.64	9.84	5.32	10.86	4.33	4.74	9.81
50th-Percentile Queue Length [ft]	118.85	590.23	189.89	130.08	184.75	190.95	245.94	132.91	271.56	108.14	118.59	245.26
95th-Percentile Queue Length [veh]	8.33	31.58	12.12	8.94	11.85	12.17	14.98	9.10	16.27	7.74	8.32	14.95
95th-Percentile Queue Length [ft]	208.25	789.44	302.89	223.60	296.20	304.26	374.54	227.44	406.69	193.41	207.89	373.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.78	47.57	26.87	72.93	26.00	26.76	99.40	56.41	53.94	42.83	43.27	65.02
Movement LOS	E	D	C	E	C	C	F	E	D	D	D	E
d_A, Approach Delay [s/veh]	45.52			31.67			68.51			50.92		
Approach LOS	D			C			E			D		
d_I, Intersection Delay [s/veh]	46.44											
Intersection LOS	D											
Intersection V/C	0.974											

Sequence

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



Intersection Level Of Service Report
Intersection 2: Railroad Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	239	1396	0	0	822	763	0	0	0	205	2	626
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	1396	0	0	822	763	0	0	0	205	2	626
Peak Hour Factor	0.9840	0.9840	1.0000	1.0000	0.9840	0.9840	1.0000	1.0000	1.0000	0.9840	0.9840	0.9840
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	355	0	0	209	194	0	0	0	52	1	159
Total Analysis Volume [veh/h]	243	1419	0	0	835	775	0	0	0	208	2	636
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	5	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	12	50	0	0	38	0	0	0	0	0	40	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	C	R		C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	8	58	46	46	46		24	24
g / C, Green / Cycle	0.09	0.65	0.51	0.51	0.51		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.07	0.28	0.29	0.34	0.34		0.12	0.23
s, saturation flow rate [veh/h]	3445	5074	1863	1592	1583		1775	2803
c, Capacity [veh/h]	309	3284	955	817	812		469	740
d1, Uniform Delay [s]	40.13	7.78	15.00	16.11	16.16		27.66	31.55
k, delay calibration	0.11	0.50	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.41	0.42	2.39	4.11	4.20		0.67	3.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

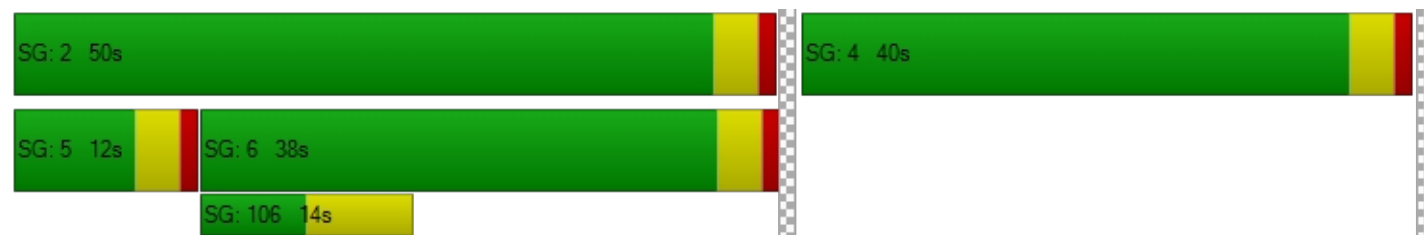
X, volume / capacity	0.79	0.43	0.56	0.66	0.66		0.45	0.86
d, Delay for Lane Group [s/veh]	44.54	8.20	17.39	20.22	20.36		28.33	34.62
Lane Group LOS	D	A	B	C	C		C	C
Critical Lane Group	Yes	No	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh]	2.79	4.02	7.63	8.45	8.48		3.79	6.70
50th-Percentile Queue Length [ft]	69.73	100.60	190.74	211.15	212.06		94.63	167.54
95th-Percentile Queue Length [veh]	5.02	7.24	12.16	13.21	13.26		6.81	10.95
95th-Percentile Queue Length [ft]	125.51	181.09	303.98	330.31	331.47		170.33	273.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.54	8.20	0.00	0.00	17.49	20.32	0.00	0.00	0.00	28.33	28.33	34.62
Movement LOS	D	A			B	C				C	C	C
d_A, Approach Delay [s/veh]	13.51			19.32			0.00			33.06		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	19.80											
Intersection LOS	B											
Intersection V/C	0.734											

Sequence

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



Intersection Level Of Service Report
Intersection 3: Diamond Drive at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	677	194	365	630	0	993	0	307	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	677	194	365	630	0	993	0	307	0	0	0
Peak Hour Factor	1.0000	0.9630	0.9630	0.9630	0.9630	1.0000	0.9630	0.9630	0.9630	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	176	50	95	164	0	258	0	80	0	0	0
Total Analysis Volume [veh/h]	0	703	201	379	654	0	1031	0	319	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	41	52	0	0	38	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	14	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	26	26	21	52	30	30	30	
g / C, Green / Cycle	0.29	0.29	0.24	0.58	0.34	0.34	0.34	
(v / s)_i Volume / Saturation Flow Rate	0.17	0.18	0.21	0.18	0.30	0.10	0.10	
s, saturation flow rate [veh/h]	3547	1667	1774	3547	3445	1583	1583	
c, Capacity [veh/h]	1035	487	424	2040	1157	532	532	
d1, Uniform Delay [s]	27.19	27.55	33.17	9.96	28.33	22.08	22.08	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.39	5.82	6.81	0.42	2.60	0.31	0.31	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.58	0.62	0.89	0.32	0.89	0.30	0.30	
d, Delay for Lane Group [s/veh]	29.58	33.38	39.98	10.38	30.93	22.39	22.39	
Lane Group LOS	C	C	D	B	C	C	C	
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	
50th-Percentile Queue Length [veh]	5.72	6.24	8.59	3.22	10.51	2.48	2.48	
50th-Percentile Queue Length [ft]	143.05	155.91	214.67	80.48	262.87	62.01	62.01	
95th-Percentile Queue Length [veh]	9.64	10.33	13.39	5.79	15.83	4.46	4.46	
95th-Percentile Queue Length [ft]	241.12	258.30	334.81	144.87	395.82	111.62	111.62	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	30.13	33.38	39.98	10.38	0.00	30.93	22.39	22.39	0.00	0.00	0.00
Movement LOS		C	C	D	B		C	C	C			
d_A, Approach Delay [s/veh]	30.85			21.24			28.91			0.00		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	27.03											
Intersection LOS	C											
Intersection V/C	0.800											

Sequence

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



Intersection Level Of Service Report
Intersection 4: Diamond Drive at Auto Center Dr/Casino Dr

Control Type:	Signalized	Delay (sec / veh):	20.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Base Volume Input [veh/h]	47	567	25	222	567	144	131	93	55	41	61	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	567	25	222	567	144	131	93	55	41	61	149
Peak Hour Factor	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	144	6	56	144	37	33	24	14	10	15	38
Total Analysis Volume [veh/h]	48	576	25	226	576	146	133	95	56	42	62	151
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	29	0	22	40	0	0	39	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	28	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	47	47	8	51	51	23	23	23	23	23	23
g / C, Green / Cycle	0.05	0.53	0.53	0.09	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.03	0.11	0.11	0.07	0.20	0.20	0.11	0.04	0.04	0.03	0.03	0.10
s, saturation flow rate [veh/h]	1774	3547	1823	3445	1863	1734	1164	1863	1641	1231	1863	1583
c, Capacity [veh/h]	98	1866	959	315	1047	975	241	464	409	306	464	395
d1, Uniform Delay [s]	41.28	11.38	11.39	39.79	10.81	10.81	37.77	26.48	26.56	31.10	26.25	28.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.70	0.26	0.51	3.08	0.95	1.02	1.98	0.17	0.21	0.20	0.13	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.21	0.21	0.72	0.36	0.36	0.55	0.17	0.18	0.14	0.13	0.38
d, Delay for Lane Group [s/veh]	44.98	11.64	11.90	42.87	11.76	11.83	39.75	26.65	26.77	31.30	26.38	28.66
Lane Group LOS	D	B	B	D	B	B	D	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	1.12	2.07	2.21	2.53	4.06	3.80	2.93	1.31	1.24	0.78	1.03	2.71
50th-Percentile Queue Length [ft]	28.12	51.74	55.24	63.37	101.43	94.92	73.30	32.81	30.90	19.47	25.85	67.87
95th-Percentile Queue Length [veh]	2.02	3.73	3.98	4.56	7.30	6.83	5.28	2.36	2.22	1.40	1.86	4.89
95th-Percentile Queue Length [ft]	50.61	93.13	99.43	114.07	182.58	170.86	131.94	59.07	55.62	35.05	46.53	122.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.98	11.72	11.90	42.87	11.78	11.83	39.75	26.67	26.77	31.30	26.38	28.66
Movement LOS	D	B	B	D	B	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	14.19			19.20			32.81			28.54		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	20.60											
Intersection LOS	C											
Intersection V/C	0.395											

Sequence

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



Intersection Level Of Service Report
Intersection 5: Lucerne Street at Lakeshore Drive

Control Type:	Two-way stop	Delay (sec / veh):	18.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Base Volume Input [veh/h]	0	0	479	0	0	399
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	479	0	0	399
Peak Hour Factor	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	137	0	0	115
Total Analysis Volume [veh/h]	0	0	550	0	0	458
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.51	11.73	0.00	0.00	8.53	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.12		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	C					

Intersection Level Of Service Report**Intersection 6: Diamond Drive at Lakeshore Drive/Mission Trail**

Control Type:	Signalized	Delay (sec / veh):	38.2
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

Intersection Setup

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Base Volume Input [veh/h]	61	167	9	335	118	172	163	323	27	22	325	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	167	9	335	118	172	163	323	27	22	325	312
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	44	2	87	31	45	43	84	7	6	85	81
Total Analysis Volume [veh/h]	64	174	9	350	123	180	170	337	28	23	339	326
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	32	0	17	35	0	16	45	0	11	40	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	18	0	0	21	0	0	28	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	40	40	13	47	47	12	33	33	3	24	24
g / C, Green / Cycle	0.06	0.38	0.38	0.12	0.45	0.45	0.11	0.31	0.31	0.03	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.04	0.03	0.03	0.10	0.07	0.11	0.10	0.10	0.10	0.01	0.10	0.21
s, saturation flow rate [veh/h]	1774	3547	1817	3445	1863	1583	1774	1863	1813	1774	3547	1583
c, Capacity [veh/h]	102	1354	694	414	828	704	201	582	566	60	826	369
d1, Uniform Delay [s]	48.45	20.79	20.80	45.30	17.36	18.30	45.72	27.60	27.61	49.72	34.21	38.96
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.28	0.11	0.11	0.11	0.11	0.16
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.25	0.13	0.26	4.84	0.38	0.88	21.23	0.31	0.32	4.01	0.33	10.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.09	0.09	0.85	0.15	0.26	0.85	0.32	0.32	0.38	0.41	0.88
d, Delay for Lane Group [s/veh]	54.71	20.92	21.06	50.14	17.74	19.17	66.95	27.91	27.94	53.73	34.54	49.13
Lane Group LOS	D	C	C	D	B	B	E	C	C	D	C	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.81	0.97	1.03	4.72	1.84	2.87	5.51	3.57	3.50	0.66	3.69	9.05
50th-Percentile Queue Length [ft]	45.32	24.16	25.80	118.01	45.95	71.79	137.75	89.25	87.43	16.42	92.37	226.31
95th-Percentile Queue Length [veh]	3.26	1.74	1.86	8.28	3.31	5.17	9.36	6.43	6.30	1.18	6.65	13.99
95th-Percentile Queue Length [ft]	81.57	43.49	46.44	207.08	82.71	129.22	233.99	160.65	157.38	29.56	166.27	349.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.71	20.96	21.06	50.14	17.74	19.17	66.95	27.92	27.94	53.73	34.54	49.13
Movement LOS	D	C	C	D	B	B	E	C	C	D	C	D
d_A, Approach Delay [s/veh]	29.71			35.50			40.32			42.09		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	38.18											
Intersection LOS	D											
Intersection V/C	0.533											

Sequence

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



Intersection Level Of Service Report

Intersection 7: Diamond Drive at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Diamond Drive		Diamond Drive		Campbell Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Diamond Drive		Diamond Drive		Campbell Street	
Base Volume Input [veh/h]	128	18	38	105	6	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	18	38	105	6	60
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	5	10	29	2	17
Total Analysis Volume [veh/h]	141	20	42	116	7	66
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.01	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	7.62	0.00	10.84	9.07
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.09	0.00	0.26	0.26
95th-Percentile Queue Length [ft]	0.00	0.00	2.29	0.00	6.44	6.44
d_A, Approach Delay [s/veh]	0.00		2.03		9.24	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.54					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 8: Mission Trail at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	31.3
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Base Volume Input [veh/h]	7	509	10	32	563	24	21	4	16	4	1	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	509	10	32	563	24	21	4	16	4	1	9
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	140	3	9	155	7	6	1	4	1	0	2
Total Analysis Volume [veh/h]	8	562	11	35	621	26	23	4	18	4	1	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.04	0.01	0.00	0.12	0.03	0.03	0.02	0.01	0.01
d_M, Delay for Movement [s/veh]	8.89	0.00	0.00	8.75	0.00	0.00	27.25	31.27	13.33	24.10	28.96	10.50
Movement LOS	A	A	A	A	A	A	D	D	B	C	D	B
95th-Percentile Queue Length [veh]	0.03	0.00	0.00	0.11	0.00	0.00	0.63	0.63	0.63	0.13	0.13	0.13
95th-Percentile Queue Length [ft]	0.65	0.00	0.00	2.73	0.00	0.00	15.63	15.63	15.63	3.23	3.23	3.23
d_A, Approach Delay [s/veh]	0.12			0.45			22.04			15.36		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	1.21											
Intersection LOS	D											

Intersection Level Of Service Report

Intersection 9: Diamond Drive at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	13.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	0	84	15	5	106	24	1	11	1	34	8	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	84	15	5	106	24	1	11	1	34	8	15
Peak Hour Factor	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	25	4	1	31	7	0	3	0	10	2	4
Total Analysis Volume [veh/h]	0	98	18	6	124	28	1	13	1	40	9	18
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	29	0	11	29	29	15	29	0	21	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	18	0	18	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	0	66	66	1	67	72	0	2	2	4	6	6
g / C, Green / Cycle	0.00	0.74	0.74	0.01	0.75	0.80	0.00	0.02	0.02	0.05	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.00	0.03	0.03	0.00	0.03	0.02	0.00	0.00	0.00	0.02	0.00	0.01
s, saturation flow rate [veh/h]	1774	1863	1765	1774	3547	1583	1774	1863	1817	1774	1863	1583
c, Capacity [veh/h]	1	1373	1302	20	2653	1259	5	44	43	89	132	112
d1, Uniform Delay [s]	0.00	3.21	3.21	44.16	2.96	1.92	44.84	43.10	43.10	41.60	39.06	39.32
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.06	0.06	7.70	0.03	0.01	22.33	1.65	1.74	3.57	0.21	0.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

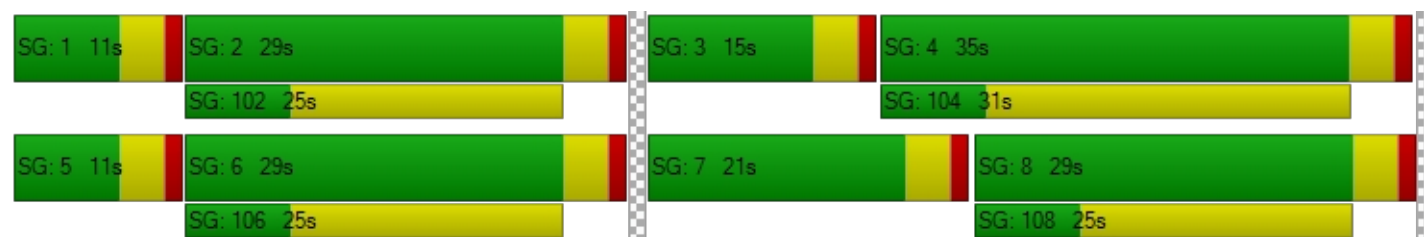
X, volume / capacity	0.00	0.04	0.04	0.29	0.05	0.02	0.22	0.16	0.16	0.45	0.07	0.16
d, Delay for Lane Group [s/veh]	0.00	3.27	3.28	51.86	2.99	1.93	67.17	44.75	44.84	45.17	39.28	39.98
Lane Group LOS	A	A	A	D	A	A	E	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	0.00	0.24	0.24	0.18	0.23	0.07	0.05	0.17	0.17	0.94	0.19	0.39
50th-Percentile Queue Length [ft]	0.00	6.07	6.04	4.38	5.75	1.65	1.26	4.29	4.30	23.57	4.80	9.78
95th-Percentile Queue Length [veh]	0.00	0.44	0.43	0.32	0.41	0.12	0.09	0.31	0.31	1.70	0.35	0.70
95th-Percentile Queue Length [ft]	0.00	10.93	10.87	7.89	10.36	2.96	2.27	7.73	7.75	42.42	8.64	17.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	3.27	3.28	51.86	2.99	1.93	67.17	44.79	44.84	45.17	39.28	39.98
Movement LOS	A	A	A	D	A	A	E	D	D	D	D	D
d_A, Approach Delay [s/veh]	3.27			4.66			46.29			42.99		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	13.18											
Intersection LOS	B											
Intersection V/C	0.076											

Sequence

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



Intersection Level Of Service Report

Intersection 10: Mission Trail at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	14.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.335

Intersection Setup

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	71	507	67	23	554	9	8	3	27	87	10	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	507	67	23	554	9	8	3	27	87	10	26
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	135	18	6	148	2	2	1	7	23	3	7
Total Analysis Volume [veh/h]	76	541	71	25	591	10	9	3	29	93	11	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	29	0	11	29	0	13	11	0	39	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	18	0	0	0	0	0	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	60	60	3	58	58	1	4	4	6	9	9
g / C, Green / Cycle	0.07	0.67	0.67	0.04	0.64	0.64	0.02	0.04	0.04	0.07	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.04	0.17	0.17	0.01	0.16	0.16	0.01	0.00	0.02	0.05	0.01	0.02
s, saturation flow rate [veh/h]	1774	1863	1788	1774	1863	1852	1774	1863	1583	1774	1863	1583
c, Capacity [veh/h]	119	1247	1197	67	1191	1185	30	82	70	127	184	156
d1, Uniform Delay [s]	40.98	5.92	5.92	42.36	6.99	6.99	43.79	41.25	41.96	41.04	36.86	37.30
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.51	0.48	0.50	3.46	0.51	0.51	5.34	0.18	3.86	7.98	0.14	0.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

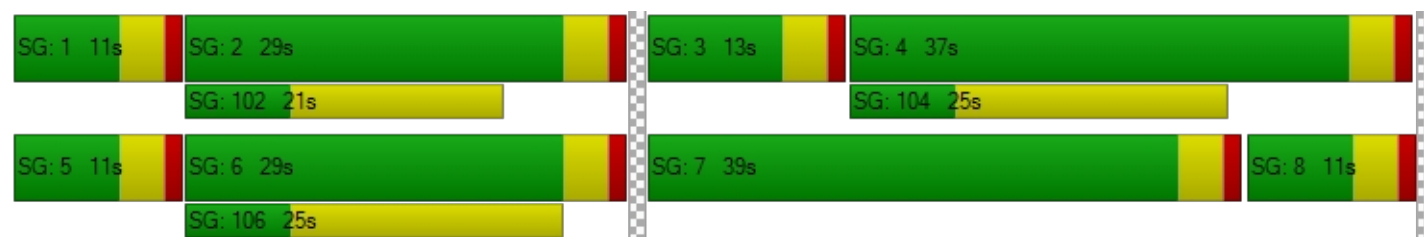
X, volume / capacity	0.64	0.25	0.25	0.37	0.25	0.25	0.30	0.04	0.41	0.73	0.06	0.18
d, Delay for Lane Group [s/veh]	46.48	6.40	6.43	45.82	7.50	7.50	49.13	41.43	45.82	49.02	37.00	37.85
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	1.81	2.17	2.10	0.60	2.36	2.35	0.24	0.07	0.70	2.28	0.22	0.58
50th-Percentile Queue Length [ft]	45.20	54.19	52.40	15.05	58.97	58.70	6.04	1.68	17.43	57.00	5.62	14.62
95th-Percentile Queue Length [veh]	3.25	3.90	3.77	1.08	4.25	4.23	0.43	0.12	1.25	4.10	0.40	1.05
95th-Percentile Queue Length [ft]	81.36	97.54	94.32	27.09	106.14	105.66	10.87	3.03	31.37	102.59	10.11	26.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.48	6.41	6.43	45.82	7.50	7.50	49.13	41.43	45.82	49.02	37.00	37.85
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	10.84			9.03			46.22			45.65		
Approach LOS	B			A			D			D		
d_I, Intersection Delay [s/veh]	14.14											
Intersection LOS	B											
Intersection V/C	0.335											

Sequence

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



Intersection Level Of Service Report
Intersection 11: Mission Trail at Olive Street

Control Type:	Signalized	Delay (sec / veh):	6.8
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.341

Intersection Setup

Name	Mission Trail		Mission Trail		Olive Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Mission Trail		Mission Trail		Olive Street	
Base Volume Input [veh/h]	635	104	35	674	75	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	635	104	35	674	75	31
Peak Hour Factor	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	174	28	10	184	21	8
Total Analysis Volume [veh/h]	695	114	38	737	82	34
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	50	0	11	61	29	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	7	0
Pedestrian Clearance [s]	11	0	0	0	18	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	67	67	4	75	7	7
g / C, Green / Cycle	0.74	0.74	0.05	0.84	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.22	0.23	0.02	0.21	0.05	0.02
s, saturation flow rate [veh/h]	1863	1774	1774	3547	1774	1583
c, Capacity [veh/h]	1385	1319	87	2967	132	118
d1, Uniform Delay [s]	3.79	3.84	41.62	1.52	40.43	39.41
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.54	0.60	3.45	0.20	4.68	1.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.31	0.44	0.25	0.62	0.29
d, Delay for Lane Group [s/veh]	4.32	4.44	45.07	1.72	45.11	40.74
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh]	2.02	2.06	0.90	0.64	1.91	0.75
50th-Percentile Queue Length [ft]	50.46	51.46	22.38	15.89	47.86	18.70
95th-Percentile Queue Length [veh]	3.63	3.71	1.61	1.14	3.45	1.35
95th-Percentile Queue Length [ft]	90.83	92.64	40.29	28.60	86.16	33.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.37	4.44	45.07	1.72	45.11	40.74
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	4.38		3.84		43.83	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	6.83					
Intersection LOS	A					
Intersection V/C	0.341					

Sequence

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



Intersection Level Of Service Report
Intersection 12: Mission Trail at Victorian Lane

Control Type:	Two-way stop	Delay (sec / veh):	40.8
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name	Mission Trail			Mission Trail			Victoria Lane			Victoria Lane		
Base Volume Input [veh/h]	0	722	3	2	743	0	0	0	0	1	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	722	3	2	743	0	0	0	0	1	0	1
Peak Hour Factor	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	200	1	1	205	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	799	3	2	822	0	0	0	0	1	0	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	9.48	0.00	0.00	9.42	0.00	0.00	31.82	40.77	11.10	31.47	40.84	11.16
Movement LOS	A	A	A	A	A	A	D	E	B	D	E	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	2.89	1.44	0.00	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	72.13	36.07	0.00	0.00	0.00	0.00	0.68	0.68	0.68
d_A, Approach Delay [s/veh]	0.00			0.02			27.90			21.32		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	0.04											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 13: Mission Trail at Lemon Street

Control Type:	Signalized	Delay (sec / veh):	8.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.372

Intersection Setup

Name	Mission Trail		Mission Trail		Lemon Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Lemon Street	
Base Volume Input [veh/h]	678	106	54	690	62	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	678	106	54	690	62	48
Peak Hour Factor	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	190	30	15	193	17	13
Total Analysis Volume [veh/h]	760	119	61	774	70	54
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	18	0	11	29	61	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	0	0
Pedestrian Clearance [s]	7	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	64	64	6	74	8
g / C, Green / Cycle	0.71	0.71	0.06	0.82	0.09
(v / s)_i Volume / Saturation Flow Rate	0.21	0.08	0.03	0.22	0.07
s, saturation flow rate [veh/h]	3547	1583	1774	3547	1686
c, Capacity [veh/h]	2521	1126	110	2899	158
d1, Uniform Delay [s]	4.79	4.07	41.03	1.92	39.90
k, delay calibration	0.50	0.50	0.11	0.50	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	0.19	4.32	0.23	8.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.11	0.55	0.27	0.78
d, Delay for Lane Group [s/veh]	5.10	4.26	45.34	2.15	48.11
Lane Group LOS	A	A	D	A	D
Critical Lane Group	Yes	No	Yes	No	Yes
50th-Percentile Queue Length [veh]	2.20	0.62	1.43	0.92	3.01
50th-Percentile Queue Length [ft]	54.97	15.38	35.81	23.02	75.22
95th-Percentile Queue Length [veh]	3.96	1.11	2.58	1.66	5.42
95th-Percentile Queue Length [ft]	98.94	27.69	64.45	41.44	135.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.10	4.26	45.34	2.15	48.11	48.11
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	4.98		5.30		48.11	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	8.04					
Intersection LOS	A					
Intersection V/C	0.372					

Sequence

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



Intersection Level Of Service Report
Intersection 14: Mission Trail at Corydon Road

Control Type:	Signalized	Delay (sec / veh):	18.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Mission Trail		Mission Trail		Corydon Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Corydon Road	
Base Volume Input [veh/h]	259	381	321	421	406	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	259	381	321	421	406	290
Peak Hour Factor	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	105	89	117	112	80
Total Analysis Volume [veh/h]	287	422	355	466	450	321
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Permissive	Overlap
Signal group	5	2	6	6	3	8
Auxiliary Signal Groups				3,6		5,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	32	61	29	29	29	29
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	7	0
Pedestrian Clearance [s]	0	0	18	18	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	17	66	45	65	16	37
g / C, Green / Cycle	0.19	0.74	0.50	0.72	0.17	0.41
(v / s)_i Volume / Saturation Flow Rate	0.16	0.12	0.10	0.29	0.13	0.11
s, saturation flow rate [veh/h]	1774	3547	3547	1583	3445	2802
c, Capacity [veh/h]	342	2616	1773	1137	598	1152
d1, Uniform Delay [s]	34.98	3.52	12.51	5.07	35.36	17.63
k, delay calibration	0.11	0.50	0.50	0.49	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.46	0.13	0.25	1.06	1.94	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.16	0.20	0.41	0.75	0.28
d, Delay for Lane Group [s/veh]	40.44	3.65	12.76	6.13	37.30	17.76
Lane Group LOS	D	A	B	A	D	B
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	6.44	0.93	1.96	3.08	4.76	2.17
50th-Percentile Queue Length [ft]	161.07	23.19	48.93	77.08	119.12	54.24
95th-Percentile Queue Length [veh]	10.61	1.67	3.52	5.55	8.34	3.91
95th-Percentile Queue Length [ft]	265.15	41.73	88.07	138.75	208.62	97.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.44	3.65	12.76	6.13	37.30	17.76
Movement LOS	D	A	B	A	D	B
d_A, Approach Delay [s/veh]	18.54		9.00		29.17	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	18.70					
Intersection LOS	B					
Intersection V/C	0.611					

Sequence

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



Intersection Level Of Service Report
Intersection 15: Corydon Road at Cereal Street

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Corydon Road		Corydon Road		Cereal Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Corydon Road		Corydon Road		Cereal Street	
Base Volume Input [veh/h]	3	623	661	6	15	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	623	661	6	15	8
Peak Hour Factor	0.9160	0.9160	0.9160	0.9160	0.9160	0.9160
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	170	180	2	4	2
Total Analysis Volume [veh/h]	3	680	722	7	16	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.04	0.02
d_M, Delay for Movement [s/veh]	9.13	0.00	0.00	0.00	15.77	14.15
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.01	0.00	0.00	0.00	0.21	0.21
95th-Percentile Queue Length [ft]	0.26	0.00	0.00	0.00	5.28	5.28
d_A, Approach Delay [s/veh]	0.04		0.00		15.19	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 16: Mission Trail at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	24.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	235	76	321	230	0	0	0	0	112	0	355
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	235	76	321	230	0	0	0	0	112	0	355
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	1.0000	0.9490
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	62	20	85	61	0	0	0	0	30	0	94
Total Analysis Volume [veh/h]	0	248	80	338	242	0	0	0	0	118	0	374
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	7	0	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	7	0	7
Maximum Green [s]	30	30	0	30	30	0	0	30	0	30	0	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0
Split [s]	11	25	0	16	30	0	0	11	0	38	0	49
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
Walk [s]	0	7	0	0	0	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	21	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Recall	No	No		No	No			No		No		No
Maximum Recall	No	No		No	No			No		No		No
Pedestrian Recall	No	No		No	No			No		No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	0	46	46	12	58	58	8	8	36
g / C, Green / Cycle	0.00	0.51	0.51	0.13	0.65	0.65	0.09	0.09	0.40
(v / s)_i Volume / Saturation Flow Rate	0.00	0.09	0.09	0.10	0.06	0.06	0.00	0.07	0.24
s, saturation flow rate [veh/h]	1774	1863	1712	3445	1863	1863	1863	1774	1583
c, Capacity [veh/h]	2	954	877	461	1201	1201	208	154	632
d1, Uniform Delay [s]	0.00	11.80	11.84	37.51	6.09	6.09	0.00	40.30	21.31
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.40	0.46	2.27	0.17	0.17	0.00	7.79	4.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

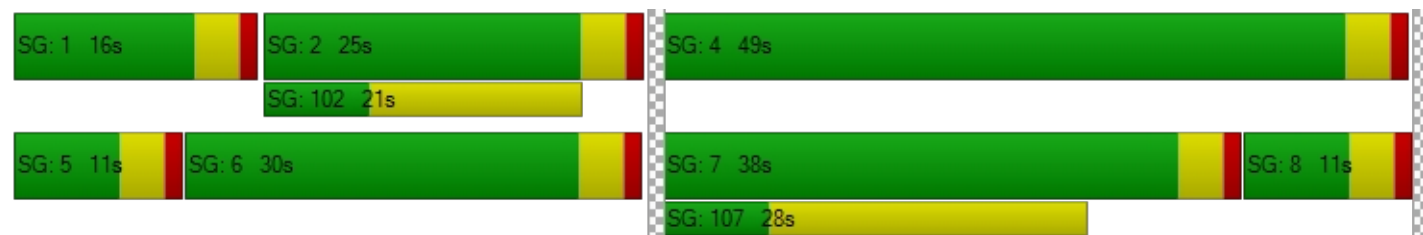
X, volume / capacity	0.00	0.18	0.18	0.73	0.10	0.10	0.00	0.77	0.59
d, Delay for Lane Group [s/veh]	0.00	12.20	12.30	39.78	6.26	6.26	0.00	48.09	25.34
Lane Group LOS	A	B	B	D	A	A	A	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.00	1.83	1.76	3.67	0.83	0.83	0.00	2.86	6.67
50th-Percentile Queue Length [ft]	0.00	45.65	43.90	91.70	20.77	20.77	0.00	71.48	166.65
95th-Percentile Queue Length [veh]	0.00	3.29	3.16	6.60	1.50	1.50	0.00	5.15	10.90
95th-Percentile Queue Length [ft]	0.00	82.17	79.01	165.06	37.38	37.38	0.00	128.67	272.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	12.23	12.30	39.78	6.26	6.26	0.00	0.00	0.00	48.09	0.00	25.34
Movement LOS	A	B	B	D	A	A	A	A	A	D		C
d_A, Approach Delay [s/veh]	12.25			25.80			0.00			30.80		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	24.38											
Intersection LOS	C											
Intersection V/C	0.475											

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Street at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	112.5
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	11.009

Intersection Setup

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	26	57	192	133	35	15	25	449	22	195	530	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	57	192	133	35	15	25	449	22	195	530	166
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	15	50	34	9	4	6	116	6	50	137	43
Total Analysis Volume [veh/h]	27	59	198	137	36	15	26	463	23	201	547	171
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	57	0	0	57	0	11	22	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	11	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	53	53	3	18	18	7	22	22
g / C, Green / Cycle	0.59	0.59	0.59	0.59	0.04	0.20	0.20	0.08	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.56	0.13	9.30	0.01	0.01	0.13	0.13	0.11	0.20	0.20
s, saturation flow rate [veh/h]	154	1583	19	1583	1774	1863	1832	1774	1863	1713
c, Capacity [veh/h]	143	932	83	932	66	369	363	142	449	412
d1, Uniform Delay [s]	21.11	8.70	38.06	7.69	42.34	33.31	33.33	41.40	32.45	32.45
k, delay calibration	0.43	0.11	0.50	0.11	0.11	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.15	0.11	530.81	0.01	3.79	9.05	9.29	223.76	16.48	17.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

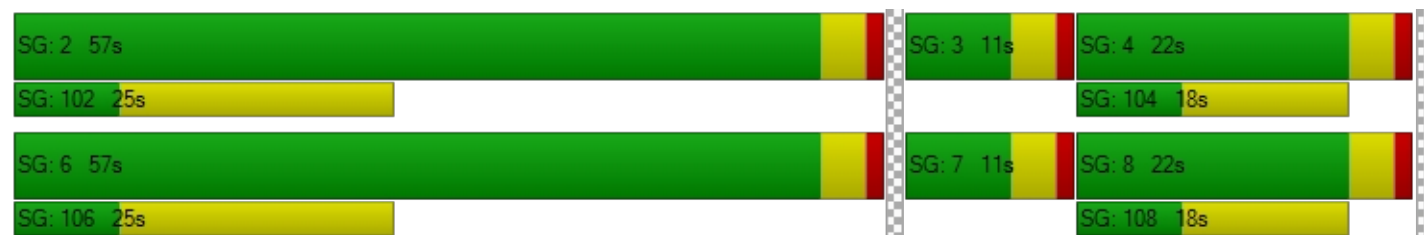
X, volume / capacity	0.60	0.21	2.09	0.02	0.39	0.66	0.67	1.42	0.83	0.83
d, Delay for Lane Group [s/veh]	36.26	8.82	568.87	7.69	46.12	42.36	42.62	265.16	48.93	50.16
Lane Group LOS	D	A	F	A	D	D	D	F	D	D
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	1.76	1.70	14.01	0.11	0.63	5.75	5.70	11.92	9.59	8.96
50th-Percentile Queue Length [ft]	44.09	42.58	350.28	2.84	15.71	143.86	142.58	298.07	239.70	223.94
95th-Percentile Queue Length [veh]	3.17	3.07	25.22	0.20	1.13	9.69	9.62	19.56	14.67	13.87
95th-Percentile Queue Length [ft]	79.36	76.64	630.50	5.12	28.28	242.21	240.50	488.93	366.65	346.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.26	36.26	8.82	568.87	568.87	7.69	46.12	42.49	42.62	265.16	49.32	50.16
Movement LOS	D	D	A	F	F	A	D	D	D	F	D	D
d_A, Approach Delay [s/veh]	17.13			524.10			42.68			96.68		
Approach LOS	B			F			D			F		
d_I, Intersection Delay [s/veh]	112.50											
Intersection LOS	F											
Intersection V/C	11.009											

Sequence

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



Intersection Level Of Service Report
Intersection 18: I-15 SB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.685

Intersection Setup

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	0	0	378	2	306	0	475	328	212	646	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	378	2	306	0	475	328	212	646	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9750	0.9750	0.9750	1.0000	0.9750	0.9750	0.9750	0.9750	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	97	1	78	0	122	84	54	166	0
Total Analysis Volume [veh/h]	0	0	0	388	2	314	0	487	336	217	663	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	7	0	0	7	0	7	7	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	64	0	0	15	0	11	26	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	4	0	0	7	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	C	C	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		23	23	42	42	13	59
g / C, Green / Cycle		0.25	0.25	0.47	0.47	0.15	0.66
(v / s)_i Volume / Saturation Flow Rate		0.22	0.20	0.22	0.25	0.12	0.19
s, saturation flow rate [veh/h]		1774	1585	1863	1628	1774	3547
c, Capacity [veh/h]		449	401	870	761	260	2334
d1, Uniform Delay [s]		32.15	31.38	16.41	17.11	37.36	6.47
k, delay calibration		0.11	0.11	0.50	0.50	0.11	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		5.10	3.48	1.84	2.75	6.91	0.31
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.86	0.79	0.47	0.54	0.83	0.28
d, Delay for Lane Group [s/veh]		37.25	34.86	18.25	19.86	44.28	6.78
Lane Group LOS		D	C	B	B	D	A
Critical Lane Group		Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]		8.48	6.62	5.95	6.33	5.06	2.41
50th-Percentile Queue Length [ft]		212.04	165.58	148.86	158.14	126.60	60.18
95th-Percentile Queue Length [veh]		13.26	10.84	9.96	10.45	8.75	4.33
95th-Percentile Queue Length [ft]		331.45	271.10	248.91	261.26	218.87	108.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	37.25	34.86	34.86	0.00	18.50	19.86	44.28	6.78	0.00
Movement LOS				D	C	C		B	B	D	A	
d_A, Approach Delay [s/veh]	0.00			36.18			19.05			16.02		
Approach LOS	A			D			B			B		
d_I, Intersection Delay [s/veh]	22.95											
Intersection LOS	C											
Intersection V/C	0.685											

Sequence

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



Intersection Level Of Service Report
Intersection 19: I-15 NB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	24.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.730

Intersection Setup

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	396	3	519	0	0	0	188	681	0	0	452	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	396	3	519	0	0	0	188	681	0	0	452	194
Peak Hour Factor	0.9920	0.9920	0.9920	1.0000	1.0000	1.0000	0.9920	0.9920	1.0000	1.0000	0.9920	0.9920
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	1	131	0	0	0	47	172	0	0	114	49
Total Analysis Volume [veh/h]	399	3	523	0	0	0	190	686	0	0	456	196
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	0	0	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	64	0	0	0	0	11	26	0	0	15	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	7	0	0	4	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33		12	49	33	33
g / C, Green / Cycle	0.37	0.37		0.13	0.54	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.22	0.33		0.11	0.19	0.18	0.19
s, saturation flow rate [veh/h]	1774	1585		1774	3547	1863	1684
c, Capacity [veh/h]	652	582		231	1929	687	621
d1, Uniform Delay [s]	23.26	26.98		38.13	11.61	21.73	22.23
k, delay calibration	0.11	0.11		0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.94	5.56		7.09	0.51	2.34	3.15
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.90		0.82	0.36	0.47	0.52
d, Delay for Lane Group [s/veh]	24.19	32.54		45.21	12.13	24.07	25.38
Lane Group LOS	C	C		D	B	C	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh]	6.83	11.09		4.47	3.76	5.54	5.75
50th-Percentile Queue Length [ft]	170.79	277.20		111.76	94.02	138.46	143.82
95th-Percentile Queue Length [veh]	11.12	16.55		7.94	6.77	9.40	9.69
95th-Percentile Queue Length [ft]	277.95	413.73		198.45	169.23	234.95	242.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.19	32.54	32.54	0.00	0.00	0.00	45.21	12.13	0.00	0.00	24.44	25.38
Movement LOS	C	C	C				D	B			C	C
d_A, Approach Delay [s/veh]	28.94			0.00			19.30			24.72		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	24.38											
Intersection LOS	C											
Intersection V/C	0.730											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SG: 2 64s

SG: 3 11s

SG: 4 15s

SG: 104 11s

SG: 8 26s

SG: 108 14s

Intersection Level Of Service Report
Intersection 20: Corydon Road at Palomar Street

Control Type:	Signalized	Delay (sec / veh):	13.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.417

Intersection Setup

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Base Volume Input [veh/h]	6	455	50	25	468	129	97	27	8	68	47	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	455	50	25	468	129	97	27	8	68	47	28
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	124	14	7	127	35	26	7	2	18	13	8
Total Analysis Volume [veh/h]	7	495	54	27	509	140	106	29	9	74	51	30
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	49	0	11	49	0	0	30	0	0	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	18	0	0	14	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	60	60	3	62	62	15	15	15	15	15
g / C, Green / Cycle	0.01	0.66	0.66	0.04	0.69	0.69	0.17	0.17	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.00	0.27	0.03	0.02	0.18	0.18	0.08	0.02	0.01	0.05	0.05
s, saturation flow rate [veh/h]	1774	1863	1583	1774	1863	1727	1312	1863	1583	1375	1748
c, Capacity [veh/h]	23	1234	1049	68	1282	1188	211	309	263	255	290
d1, Uniform Delay [s]	44.03	6.99	5.31	42.25	5.34	5.35	39.66	31.81	31.50	36.21	32.84
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.44	0.97	0.09	3.68	0.50	0.54	1.84	0.13	0.05	0.62	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.40	0.05	0.40	0.26	0.26	0.50	0.09	0.03	0.29	0.28
d, Delay for Lane Group [s/veh]	51.47	7.96	5.41	45.93	5.84	5.89	41.49	31.94	31.55	36.83	33.36
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh]	0.20	4.07	0.34	0.65	2.18	2.05	2.37	0.54	0.17	1.53	1.57
50th-Percentile Queue Length [ft]	5.00	101.75	8.42	16.25	54.59	51.36	59.28	13.52	4.17	38.13	39.23
95th-Percentile Queue Length [veh]	0.36	7.33	0.61	1.17	3.93	3.70	4.27	0.97	0.30	2.75	2.82
95th-Percentile Queue Length [ft]	9.01	183.15	15.16	29.24	98.27	92.44	106.71	24.34	7.50	68.64	70.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.47	7.96	5.41	45.93	5.86	5.89	41.49	31.94	31.55	36.83	33.36	33.36
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	8.26			7.47			38.95			35.01		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	13.50											
Intersection LOS	B											
Intersection V/C	0.417											

Sequence

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



Intersection Level Of Service Report
Intersection 21: Mission Trail at Palomar Street

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.208

Intersection Setup

Name	Palomar Street		Mission Trail		Palomar Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Palomar Street		Mission Trail		Palomar Street	
Base Volume Input [veh/h]	136	215	226	123	84	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	215	226	123	84	89
Peak Hour Factor	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	60	63	34	23	25
Total Analysis Volume [veh/h]	152	240	253	138	94	100
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.00	0.00	0.00	0.21	0.13
d_M, Delay for Movement [s/veh]	8.54	0.00	0.00	0.00	15.05	10.25
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.45	0.00	0.00	0.00	0.77	0.44
95th-Percentile Queue Length [ft]	11.19	0.00	0.00	0.00	19.36	10.88
d_A, Approach Delay [s/veh]	3.31		0.00		12.57	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.83					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 22: Stoneman Street at Grand Avenue

Control Type:	Two-way stop	Delay (sec / veh):	50.6
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.145

Intersection Setup

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	12	0	8	2	1	3	9	621	27	17	789	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	8	2	1	3	9	621	27	17	789	3
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	2	1	0	1	2	163	7	4	207	1
Total Analysis Volume [veh/h]	13	0	8	2	1	3	9	651	28	18	827	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.00	0.02	0.02	0.01	0.01	0.01	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	50.62	42.96	18.18	46.58	39.18	15.70	9.54	0.00	0.00	9.02	0.00	0.00
Movement LOS	F	E	C	E	E	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.56	0.56	0.56	0.12	0.12	0.12	0.03	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft]	14.00	14.00	14.00	3.09	3.09	3.09	0.85	0.00	0.00	1.51	0.00	0.00
d_A, Approach Delay [s/veh]	38.26			29.91			0.12			0.19		
Approach LOS	E			D			A			A		
d_I, Intersection Delay [s/veh]	0.79											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 23: Corydon Road at Grand Avenue

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.595

Intersection Setup

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	0	2	0	46	2	397	404	390	0	0	292	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	2	0	46	2	397	404	390	0	0	292	39
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	12	1	104	106	102	0	0	77	10
Total Analysis Volume [veh/h]	0	2	0	48	2	416	423	409	0	0	306	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	3	8	0	0	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	30	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	22	22	46	68	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	11	11	0	0	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No	No	No	No			No	
Maximum Recall		No			No	No	No	No			No	
Pedestrian Recall		No			No	No	No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	43	64	64	39	39
g / C, Green / Cycle	0.20	0.20	0.48	0.71	0.71	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.00	0.03	0.26	0.33	0.22	0.00	0.19
s, saturation flow rate [veh/h]	1863	1472	1583	1298	1863	973	1825
c, Capacity [veh/h]	413	373	758	903	1324	399	789
d1, Uniform Delay [s]	28.83	29.60	16.60	6.33	4.82	0.00	17.90
k, delay calibration	0.11	0.11	0.14	0.24	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.16	0.79	0.84	0.61	0.00	1.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.13	0.55	0.47	0.31	0.00	0.44
d, Delay for Lane Group [s/veh]	28.84	29.76	17.39	7.17	5.42	0.00	19.68
Lane Group LOS	C	C	B	A	A	A	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	0.03	0.90	5.90	2.62	2.50	0.00	5.23
50th-Percentile Queue Length [ft]	0.87	22.41	147.45	65.54	62.45	0.00	130.83
95th-Percentile Queue Length [veh]	0.06	1.61	9.88	4.72	4.50	0.00	8.98
95th-Percentile Queue Length [ft]	1.57	40.33	247.02	117.97	112.42	0.00	224.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.84	28.84	28.84	29.76	29.76	17.39	7.17	5.42	5.42	0.00	19.68	19.68
Movement LOS	C	C	C	C	C	B	A	A	A	A	B	B
d_A, Approach Delay [s/veh]	28.84			18.72			6.31			19.68		
Approach LOS	C			B			A			B		
d_I, Intersection Delay [s/veh]	12.67											
Intersection LOS	B											
Intersection V/C	0.595											

Sequence

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



Intersection Level Of Service Report**Intersection 1: Railroad Canyon Road at Summerhill Rd/Grape St**

Control Type:	Signalized	Delay (sec / veh):	39.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.833

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Base Volume Input [veh/h]	314	1011	470	198	1402	93	98	156	417	411	163	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	314	1011	470	198	1402	93	98	156	417	411	163	200
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	264	123	52	366	24	26	41	109	107	43	52
Total Analysis Volume [veh/h]	328	1056	491	207	1465	97	102	163	436	429	170	209
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	8	0	4	0
Auxiliary Signal Groups									5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	7	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	30	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	23	32	0	45	54	0	0	11	11	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	0	0	0	21	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No	No		No	
Maximum Recall	No	No		No	No			No	No		No	
Pedestrian Recall	No	No		No	No			No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	53	53	16	50	50	16	16	39	19	19	19
g / C, Green / Cycle	0.16	0.44	0.44	0.13	0.42	0.42	0.13	0.13	0.32	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.10	0.30	0.31	0.12	0.29	0.29	0.06	0.09	0.28	0.12	0.09	0.13
s, saturation flow rate [veh/h]	3445	3547	1583	1774	3547	1804	1774	1863	1583	3445	1863	1583
c, Capacity [veh/h]	544	1566	699	239	1484	755	231	243	509	551	298	253
d1, Uniform Delay [s]	47.02	26.65	27.13	50.86	28.67	28.68	48.17	49.75	38.12	48.36	46.59	48.78
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.18	0.50	0.11	0.11	0.13
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.08	2.34	5.82	9.09	2.74	5.31	1.32	5.27	16.74	2.41	1.71	7.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

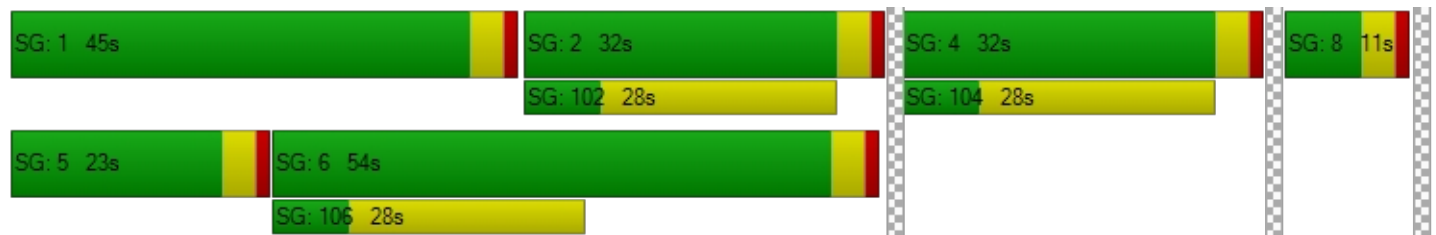
X, volume / capacity	0.60	0.67	0.70	0.87	0.70	0.70	0.44	0.67	0.86	0.78	0.57	0.82
d, Delay for Lane Group [s/veh]	48.10	28.99	32.95	59.95	31.41	34.00	49.49	55.03	54.86	50.77	48.31	56.68
Lane Group LOS	D	C	C	E	C	C	D	E	D	D	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	4.65	12.35	12.34	6.69	12.64	13.43	2.91	5.02	14.22	6.34	4.84	6.60
50th-Percentile Queue Length [ft]	116.14	308.76	308.47	167.21	316.05	335.64	72.71	125.39	355.59	158.48	121.03	165.11
95th-Percentile Queue Length [veh]	8.18	18.11	18.10	10.93	18.47	19.43	5.24	8.69	20.41	10.47	8.45	10.82
95th-Percentile Queue Length [ft]	204.51	452.85	452.49	273.24	461.82	485.87	130.88	217.21	510.22	261.71	211.24	270.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.10	28.99	32.95	59.95	32.17	34.00	49.49	55.03	54.86	50.77	48.31	56.68
Movement LOS	D	C	C	E	C	C	D	E	D	D	D	E
d_A, Approach Delay [s/veh]	33.37			35.52			54.12			51.78		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	39.82											
Intersection LOS	D											
Intersection V/C	0.833											

Sequence

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



Intersection Level Of Service Report
Intersection 2: Railroad Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.868

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	314	1327	0	0	1098	1147	0	0	0	179	1	465
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	314	1327	0	0	1098	1147	0	0	0	179	1	465
Peak Hour Factor	0.9550	0.9550	1.0000	1.0000	0.9550	0.9550	1.0000	1.0000	1.0000	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	347	0	0	287	300	0	0	0	47	0	122
Total Analysis Volume [veh/h]	329	1390	0	0	1150	1201	0	0	0	187	1	487
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	5	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	15	72	0	0	57	0	0	0	0	0	28	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	C	R		C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	11	72	57	57	57		20	20
g / C, Green / Cycle	0.11	0.72	0.57	0.57	0.57		0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.10	0.27	0.42	0.49	0.49		0.11	0.17
s, saturation flow rate [veh/h]	3445	5074	1863	1583	1583		1774	2803
c, Capacity [veh/h]	381	3659	1063	903	903		353	557
d1, Uniform Delay [s]	43.72	5.36	15.93	18.27	18.27		35.89	38.84
k, delay calibration	0.11	0.50	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	5.85	0.30	4.58	11.03	11.03		1.25	4.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

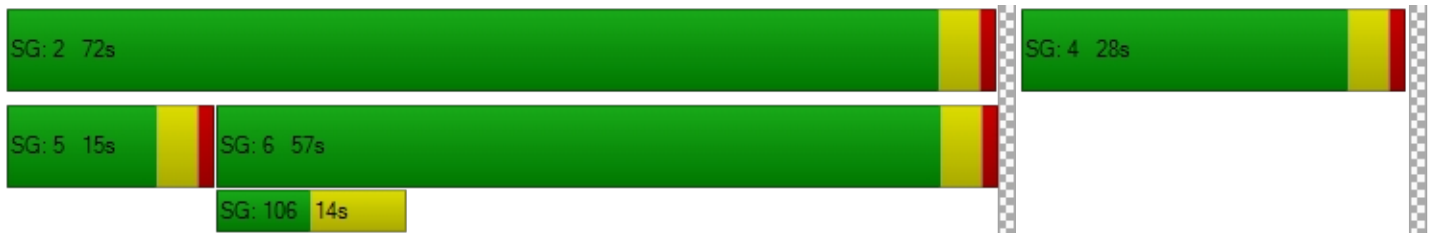
X, volume / capacity	0.86	0.38	0.74	0.87	0.87		0.53	0.87
d, Delay for Lane Group [s/veh]	49.57	5.66	20.51	29.30	29.30		37.14	43.32
Lane Group LOS	D	A	C	C	C		D	D
Critical Lane Group	Yes	No	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh]	4.28	3.20	13.58	16.79	16.79		4.20	6.06
50th-Percentile Queue Length [ft]	107.00	80.10	339.46	419.74	419.74		104.90	151.39
95th-Percentile Queue Length [veh]	7.67	5.77	19.62	23.51	23.51		7.55	10.09
95th-Percentile Queue Length [ft]	191.82	144.18	490.54	587.73	587.73		188.81	252.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.57	5.66	0.00	0.00	20.51	29.30	0.00	0.00	0.00	37.14	37.14	43.32
Movement LOS	D	A			C	C				D	D	D
d_A, Approach Delay [s/veh]	14.06			26.37			0.00			41.60		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	24.08											
Intersection LOS	C											
Intersection V/C	0.868											

Sequence

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



Intersection Level Of Service Report
Intersection 3: Diamond Drive at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	28.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.840

Intersection Setup

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	806	205	479	773	0	852	5	394	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	806	205	479	773	0	852	5	394	0	0	0
Peak Hour Factor	1.0000	0.9850	0.9850	0.9850	0.9850	1.0000	0.9850	0.9850	0.9850	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	205	52	122	196	0	216	1	100	0	0	0
Total Analysis Volume [veh/h]	0	818	208	486	785	0	865	5	400	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	49	60	0	0	30	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	14	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	26	26	27	57	25	25	25	
g / C, Green / Cycle	0.29	0.29	0.30	0.63	0.28	0.28	0.28	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.20	0.27	0.22	0.25	0.13	0.13	
s, saturation flow rate [veh/h]	3547	1682	1774	3547	3445	1589	1583	
c, Capacity [veh/h]	1028	487	532	2249	954	440	439	
d1, Uniform Delay [s]	28.14	28.51	30.38	7.74	31.43	26.97	26.99	
k, delay calibration	0.50	0.50	0.13	0.50	0.11	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.41	8.18	7.59	0.43	3.64	0.75	0.76	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

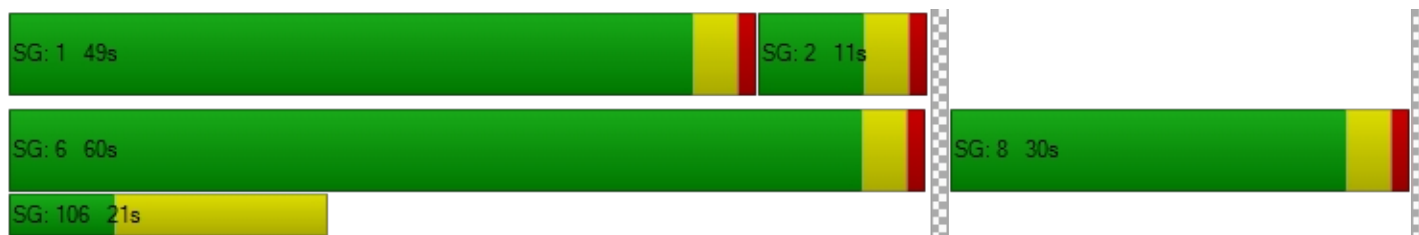
X, volume / capacity	0.67	0.70	0.91	0.35	0.91	0.46	0.46	
d, Delay for Lane Group [s/veh]	31.55	36.69	37.98	8.17	35.07	27.72	27.75	
Lane Group LOS	C	D	D	A	D	C	C	
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	
50th-Percentile Queue Length [veh]	6.79	7.49	10.91	3.29	9.26	3.62	3.62	
50th-Percentile Queue Length [ft]	169.68	187.28	272.79	82.24	231.50	90.48	90.54	
95th-Percentile Queue Length [veh]	11.06	11.98	16.33	5.92	14.25	6.51	6.52	
95th-Percentile Queue Length [ft]	276.49	299.50	408.22	148.03	356.26	162.87	162.98	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	32.39	36.69	37.98	8.17	0.00	35.07	27.72	27.74	0.00	0.00	0.00
Movement LOS		C	D	D	A		D	C	C			
d_A, Approach Delay [s/veh]	33.26			19.57			32.73			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	28.19											
Intersection LOS	C											
Intersection V/C	0.840											

Sequence

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



Intersection Level Of Service Report
Intersection 4: Diamond Drive at Auto Center Dr/Casino Dr

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.487

Intersection Setup

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Base Volume Input [veh/h]	53	697	34	284	708	128	174	85	67	24	41	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	697	34	284	708	128	174	85	67	24	41	115
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	182	9	74	185	33	46	22	18	6	11	30
Total Analysis Volume [veh/h]	55	729	36	297	741	134	182	89	70	25	43	120
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	29	0	22	40	0	0	39	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	28	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	44	44	10	49	49	24	24	24	24	24	24
g / C, Green / Cycle	0.06	0.49	0.49	0.11	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.03	0.14	0.14	0.09	0.24	0.24	0.15	0.04	0.05	0.02	0.02	0.08
s, saturation flow rate [veh/h]	1774	3547	1818	3445	1863	1765	1218	1863	1602	1222	1863	1583
c, Capacity [veh/h]	105	1734	889	388	1010	957	294	494	425	324	494	420
d1, Uniform Delay [s]	41.12	13.72	13.73	38.79	12.43	12.44	35.96	25.44	25.52	29.42	24.88	26.30
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.99	0.43	0.84	3.16	1.42	1.50	2.12	0.16	0.20	0.10	0.08	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

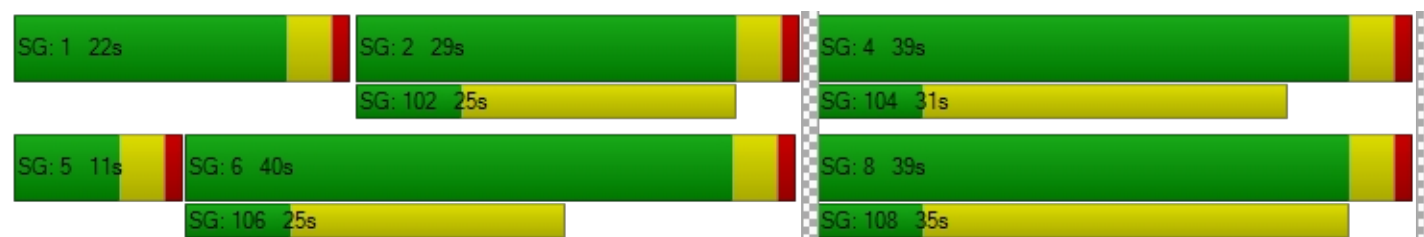
X, volume / capacity	0.52	0.29	0.29	0.76	0.44	0.45	0.62	0.17	0.18	0.08	0.09	0.29
d, Delay for Lane Group [s/veh]	45.11	14.14	14.56	41.95	13.84	13.94	38.08	25.60	25.72	29.52	24.96	26.67
Lane Group LOS	D	B	B	D	B	B	D	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	1.29	3.01	3.21	3.31	5.45	5.20	3.97	1.37	1.26	0.45	0.69	2.06
50th-Percentile Queue Length [ft]	32.22	75.30	80.13	82.72	136.18	129.93	99.21	34.24	31.47	11.16	17.31	51.39
95th-Percentile Queue Length [veh]	2.32	5.42	5.77	5.96	9.28	8.94	7.14	2.46	2.27	0.80	1.25	3.70
95th-Percentile Queue Length [ft]	57.99	135.54	144.24	148.90	231.88	223.40	178.57	61.62	56.65	20.08	31.16	92.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.11	14.27	14.56	41.95	13.88	13.94	38.08	25.61	25.72	29.52	24.96	26.67
Movement LOS	D	B	B	D	B	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	16.35			21.00			32.29			26.66		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	21.44											
Intersection LOS	C											
Intersection V/C	0.487											

Sequence

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



Intersection Level Of Service Report

Intersection 5: Lucerne Street at Lakeshore Drive

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Base Volume Input [veh/h]	1	3	383	2	1	389
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	3	383	2	1	389
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	104	1	0	105
Total Analysis Volume [veh/h]	1	3	415	2	1	421
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.78	10.71	0.00	0.00	8.16	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.58	0.58	0.00	0.00	0.07	0.00
d_A, Approach Delay [s/veh]	11.98		0.00		0.02	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

Intersection Level Of Service Report**Intersection 6: Diamond Drive at Lakeshore Drive/Mission Trail**

Control Type:	Signalized	Delay (sec / veh):	45.9
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Base Volume Input [veh/h]	70	136	18	505	136	155	167	363	39	30	298	455
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	136	18	505	136	155	167	363	39	30	298	455
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	35	5	132	35	40	44	95	10	8	78	119
Total Analysis Volume [veh/h]	73	142	19	527	142	162	174	379	41	31	311	475
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	32	0	24	38	0	17	52	0	12	47	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	18	0	0	21	0	0	28	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	33	33	20	46	46	13	47	47	5	38	38
g / C, Green / Cycle	0.05	0.27	0.27	0.17	0.39	0.39	0.11	0.39	0.39	0.04	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.04	0.03	0.03	0.15	0.08	0.10	0.10	0.11	0.11	0.02	0.09	0.30
s, saturation flow rate [veh/h]	1774	3547	1755	3445	1863	1583	1774	1863	1800	1774	3547	1583
c, Capacity [veh/h]	95	967	478	575	719	611	193	725	701	67	1131	505
d1, Uniform Delay [s]	56.06	32.74	32.78	49.19	24.51	25.23	52.88	25.27	25.29	56.53	30.53	39.79
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.33	0.11	0.11	0.11	0.11	0.34
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.10	0.23	0.49	6.40	0.62	1.06	32.93	0.22	0.23	4.81	0.13	21.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.11	0.11	0.92	0.20	0.27	0.90	0.29	0.30	0.46	0.28	0.94
d, Delay for Lane Group [s/veh]	68.16	32.97	33.27	55.59	25.13	26.29	85.80	25.49	25.52	61.33	30.66	61.39
Lane Group LOS	E	C	C	E	C	C	F	C	C	E	C	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	2.50	1.20	1.27	8.25	2.83	3.36	6.94	4.25	4.13	1.01	3.40	16.48
50th-Percentile Queue Length [ft]	62.57	30.02	31.84	206.37	70.69	83.88	173.49	106.13	103.19	25.28	84.94	411.88
95th-Percentile Queue Length [veh]	4.50	2.16	2.29	12.97	5.09	6.04	11.26	7.62	7.43	1.82	6.12	23.13
95th-Percentile Queue Length [ft]	112.62	54.04	57.30	324.17	127.25	150.99	281.49	190.61	185.73	45.50	152.90	578.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.16	33.05	33.27	55.59	25.13	26.29	85.80	25.51	25.52	61.33	30.66	61.39
Movement LOS	E	C	C	E	C	C	F	C	C	E	C	E
d_A, Approach Delay [s/veh]	44.02			44.67			43.17			49.69		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	45.91											
Intersection LOS	D											
Intersection V/C	0.672											

Sequence

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



Intersection Level Of Service Report
Intersection 7: Diamond Drive at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Diamond Drive		Diamond Drive		Campbell Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Diamond Drive		Diamond Drive		Campbell Street	
Base Volume Input [veh/h]	169	17	40	93	17	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	169	17	40	93	17	67
Peak Hour Factor	0.7810	0.7810	0.7810	0.7810	0.7810	0.7810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	5	13	30	5	21
Total Analysis Volume [veh/h]	216	22	51	119	22	86
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.04	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	7.82	0.00	12.06	9.64
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.12	0.00	0.46	0.46
95th-Percentile Queue Length [ft]	0.00	0.00	3.00	0.00	11.49	11.49
d_A, Approach Delay [s/veh]	0.00		2.35		10.13	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.89					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 8: Mission Trail at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	46.4
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Base Volume Input [veh/h]	10	676	15	34	717	24	20	3	20	7	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	676	15	34	717	24	20	3	20	7	0	8
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	179	4	9	190	6	5	1	5	2	0	2
Total Analysis Volume [veh/h]	11	715	16	36	759	25	21	3	21	7	0	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.04	0.01	0.00	0.16	0.03	0.03	0.05	0.00	0.01
d_M, Delay for Movement [s/veh]	9.39	0.00	0.00	9.32	0.00	0.00	38.44	46.39	16.27	34.36	42.45	11.87
Movement LOS	A	A	A	A	A	A	E	E	C	D	E	B
95th-Percentile Queue Length [veh]	0.04	0.00	0.00	0.13	0.00	0.00	0.85	0.85	0.85	0.22	0.22	0.22
95th-Percentile Queue Length [ft]	1.01	0.00	0.00	3.24	0.00	0.00	21.27	21.27	21.27	5.38	5.38	5.38
d_A, Approach Delay [s/veh]	0.14			0.41			28.62			22.36		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	1.27											
Intersection LOS	E											

Intersection Level Of Service Report

Intersection 9: Diamond Drive at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.082

Intersection Setup

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	5	101	16	12	107	2	4	5	3	41	5	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	101	16	12	107	2	4	5	3	41	5	27
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	26	4	3	28	1	1	1	1	11	1	7
Total Analysis Volume [veh/h]	5	105	17	12	111	2	4	5	3	42	5	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	29	0	11	29	29	11	29	0	21	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	18	0	18	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	66	66	2	67	72	1	1	1	5	5	5
g / C, Green / Cycle	0.01	0.74	0.74	0.02	0.75	0.80	0.01	0.01	0.01	0.05	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.00	0.03	0.03	0.01	0.03	0.00	0.00	0.00	0.00	0.02	0.00	0.02
s, saturation flow rate [veh/h]	1774	1863	1775	1774	3547	1583	1774	1863	1645	1774	1863	1583
c, Capacity [veh/h]	17	1370	1305	37	2648	1265	14	28	24	91	108	92
d1, Uniform Delay [s]	44.29	3.26	3.26	43.48	2.99	1.82	44.42	43.81	43.83	41.53	40.08	40.69
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.73	0.06	0.07	4.95	0.03	0.00	10.16	2.38	3.11	3.61	0.17	1.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.04	0.05	0.32	0.04	0.00	0.28	0.15	0.16	0.46	0.05	0.30
d, Delay for Lane Group [s/veh]	53.01	3.32	3.33	48.42	3.02	1.82	54.58	46.20	46.93	45.14	40.25	42.54
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	0.15	0.26	0.26	0.31	0.21	0.00	0.13	0.11	0.11	0.99	0.11	0.64
50th-Percentile Queue Length [ft]	3.80	6.47	6.43	7.80	5.19	0.11	3.21	2.64	2.70	24.71	2.72	15.92
95th-Percentile Queue Length [veh]	0.27	0.47	0.46	0.56	0.37	0.01	0.23	0.19	0.19	1.78	0.20	1.15
95th-Percentile Queue Length [ft]	6.84	11.65	11.58	14.04	9.34	0.20	5.78	4.75	4.87	44.48	4.90	28.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.01	3.33	3.33	48.42	3.02	1.82	54.58	46.34	46.93	45.14	40.25	42.54
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	5.28			7.36			49.24			43.84		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	16.13											
Intersection LOS	B											
Intersection V/C	0.082											

Sequence

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



Intersection Level Of Service Report
Intersection 10: Mission Trail at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	75	534	69	51	699	21	18	9	25	91	38	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	534	69	51	699	21	18	9	25	91	38	55
Peak Hour Factor	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	136	18	13	178	5	5	2	6	23	10	14
Total Analysis Volume [veh/h]	76	543	70	52	710	21	18	9	25	92	39	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	26	0	14	29	0	14	11	0	39	36	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	18	0	0	0	0	0	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	58	58	5	58	58	3	4	4	6	8	8
g / C, Green / Cycle	0.07	0.65	0.65	0.06	0.64	0.64	0.03	0.05	0.05	0.07	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.04	0.17	0.17	0.03	0.20	0.20	0.01	0.00	0.02	0.05	0.02	0.04
s, saturation flow rate [veh/h]	1774	1863	1789	1774	1863	1844	1774	1863	1583	1774	1863	1583
c, Capacity [veh/h]	119	1206	1159	103	1189	1177	53	86	73	126	163	138
d1, Uniform Delay [s]	40.98	6.73	6.73	41.23	7.35	7.35	42.89	41.24	41.70	41.03	38.35	38.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.51	0.52	0.54	3.81	0.68	0.68	3.81	0.53	2.77	7.79	0.75	1.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

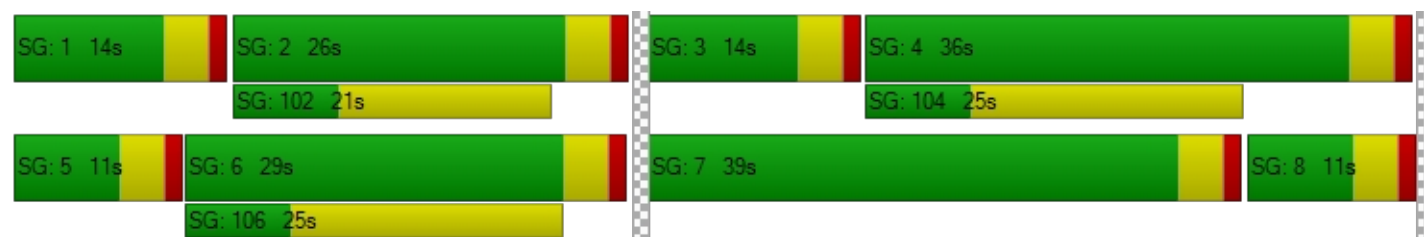
X, volume / capacity	0.64	0.26	0.26	0.51	0.31	0.31	0.34	0.11	0.34	0.73	0.24	0.40
d, Delay for Lane Group [s/veh]	46.48	7.25	7.28	45.04	8.03	8.04	46.70	41.77	44.47	48.82	39.10	40.82
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	1.81	2.38	2.31	1.22	3.03	3.00	0.45	0.20	0.59	2.25	0.83	1.23
50th-Percentile Queue Length [ft]	45.20	59.60	57.66	30.45	75.69	75.02	11.13	5.07	14.74	56.25	20.73	30.80
95th-Percentile Queue Length [veh]	3.25	4.29	4.15	2.19	5.45	5.40	0.80	0.36	1.06	4.05	1.49	2.22
95th-Percentile Queue Length [ft]	81.36	107.28	103.78	54.82	136.24	135.03	20.03	9.12	26.53	101.26	37.32	55.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.48	7.26	7.28	45.04	8.03	8.04	46.70	41.77	44.47	48.82	39.10	40.82
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	11.59			10.49			44.78			44.40		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	15.68											
Intersection LOS	B											
Intersection V/C	0.374											

Sequence

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



Intersection Level Of Service Report
Intersection 11: Mission Trail at Olive Street

Control Type:	Signalized	Delay (sec / veh):	7.2
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name	Mission Trail		Mission Trail		Olive Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Mission Trail		Mission Trail		Olive Street	
Base Volume Input [veh/h]	647	98	28	605	79	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	647	98	28	605	79	41
Peak Hour Factor	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	27	8	169	22	11
Total Analysis Volume [veh/h]	722	109	31	675	88	46
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Permissive
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	50	0	11	61	29	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	7	0
Pedestrian Clearance [s]	11	0	0	0	18	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	67	67	4	75	7	7
g / C, Green / Cycle	0.75	0.75	0.04	0.84	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.22	0.23	0.02	0.19	0.05	0.03
s, saturation flow rate [veh/h]	1863	1780	1774	3547	1774	1583
c, Capacity [veh/h]	1392	1331	77	2962	135	120
d1, Uniform Delay [s]	3.69	3.74	41.95	1.51	40.44	39.59
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.55	0.61	3.41	0.18	5.23	1.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.31	0.40	0.23	0.65	0.38
d, Delay for Lane Group [s/veh]	4.24	4.36	45.37	1.69	45.67	41.57
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh]	2.03	2.07	0.74	0.59	2.07	1.02
50th-Percentile Queue Length [ft]	50.80	51.77	18.42	14.63	51.74	25.62
95th-Percentile Queue Length [veh]	3.66	3.73	1.33	1.05	3.73	1.84
95th-Percentile Queue Length [ft]	91.44	93.18	33.16	26.34	93.13	46.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.29	4.36	45.37	1.69	45.67	41.57
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	4.30		3.61		44.26	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	7.21					
Intersection LOS	A					
Intersection V/C	0.347					

Sequence

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



Intersection Level Of Service Report
Intersection 12: Mission Trail at Victorian Lane

Control Type:	Two-way stop	Delay (sec / veh):	39.1
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name	Mission Trail			Mission Trail			Victoria Lane			Victoria Lane		
Base Volume Input [veh/h]	0	743	3	5	687	0	0	0	0	3	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	743	3	5	687	0	0	0	0	3	0	2
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	204	1	1	189	0	0	0	0	1	0	1
Total Analysis Volume [veh/h]	0	816	3	5	754	0	0	0	0	3	0	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	9.23	0.00	0.00	9.50	0.00	0.00	29.62	38.72	10.80	31.39	39.11	11.55
Movement LOS	A	A	A	A	A	A	D	E	B	D	E	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	2.55	1.28	0.00	0.00	0.00	0.00	0.08	0.08	0.08
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	63.78	31.89	0.00	0.00	0.00	0.00	1.92	1.92	1.92
d_A, Approach Delay [s/veh]	0.00			0.06			26.38			23.46		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	0.10											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 13: Mission Trail at Lemon Street

Control Type:	Signalized	Delay (sec / veh):	7.7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.361

Intersection Setup

Name	Mission Trail		Mission Trail		Lemon Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Lemon Street	
Base Volume Input [veh/h]	688	76	41	642	62	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	688	76	41	642	62	46
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	191	21	11	178	17	13
Total Analysis Volume [veh/h]	764	84	46	713	69	51
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	18	0	11	29	61	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	0	0
Pedestrian Clearance [s]	7	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	65	65	5	74	8
g / C, Green / Cycle	0.72	0.72	0.05	0.82	0.09
(v / s)_i Volume / Saturation Flow Rate	0.22	0.05	0.03	0.20	0.07
s, saturation flow rate [veh/h]	3547	1583	1774	3547	1688
c, Capacity [veh/h]	2558	1142	96	2909	154
d1, Uniform Delay [s]	4.46	3.69	41.34	1.82	40.04
k, delay calibration	0.50	0.50	0.11	0.50	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.30	0.13	3.63	0.20	8.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.07	0.48	0.25	0.78
d, Delay for Lane Group [s/veh]	4.75	3.82	44.97	2.02	48.36
Lane Group LOS	A	A	D	A	D
Critical Lane Group	Yes	No	Yes	No	Yes
50th-Percentile Queue Length [veh]	2.08	0.40	1.08	0.80	2.92
50th-Percentile Queue Length [ft]	52.09	10.00	26.96	19.94	73.00
95th-Percentile Queue Length [veh]	3.75	0.72	1.94	1.44	5.26
95th-Percentile Queue Length [ft]	93.76	18.00	48.53	35.90	131.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.75	3.82	44.97	2.02	48.36	48.36
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	4.66		4.63		48.36	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	7.68					
Intersection LOS	A					
Intersection V/C	0.361					

Sequence

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



Intersection Level Of Service Report

Intersection 14: Mission Trail at Corydon Road

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.524

Intersection Setup

Name	Mission Trail		Mission Trail		Corydon Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Corydon Road	
Base Volume Input [veh/h]	173	321	329	370	435	212
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	321	329	370	435	212
Peak Hour Factor	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	89	91	103	121	59
Total Analysis Volume [veh/h]	192	356	365	410	482	235
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Permissive	Overlap
Signal group	5	2	6	6	3	8
Auxiliary Signal Groups				3,6		5,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	32	61	29	29	29	29
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	7	0
Pedestrian Clearance [s]	0	0	18	18	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	12	66	49	70	16	33
g / C, Green / Cycle	0.14	0.73	0.55	0.77	0.18	0.36
(v / s)_i Volume / Saturation Flow Rate	0.11	0.10	0.10	0.26	0.14	0.08
s, saturation flow rate [veh/h]	1774	3547	3547	1583	3445	2803
c, Capacity [veh/h]	243	2590	1946	1226	623	1016
d1, Uniform Delay [s]	37.59	3.64	10.22	3.10	35.12	19.98
k, delay calibration	0.11	0.50	0.50	0.39	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.65	0.11	0.21	0.58	2.09	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.14	0.19	0.33	0.77	0.23
d, Delay for Lane Group [s/veh]	43.24	3.75	10.43	3.68	37.21	20.09
Lane Group LOS	D	A	B	A	D	C
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	4.41	0.80	1.76	1.72	5.11	1.69
50th-Percentile Queue Length [ft]	110.20	20.07	44.11	43.11	127.84	42.32
95th-Percentile Queue Length [veh]	7.85	1.44	3.18	3.10	8.82	3.05
95th-Percentile Queue Length [ft]	196.29	36.12	79.39	77.59	220.56	76.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.24	3.75	10.43	3.68	37.21	20.09
Movement LOS	D	A	B	A	D	C
d_A, Approach Delay [s/veh]	17.59		6.86		31.60	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	18.44					
Intersection LOS	B					
Intersection V/C	0.524					

Sequence

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



Intersection Level Of Service Report
Intersection 15: Corydon Road at Cereal Street

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.080

Intersection Setup

Name	Corydon Road		Corydon Road		Cereal Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Corydon Road		Corydon Road		Cereal Street	
Base Volume Input [veh/h]	8	573	489	18	32	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	573	489	18	32	12
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	151	129	5	8	3
Total Analysis Volume [veh/h]	8	603	515	19	34	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.08	0.02
d_M, Delay for Movement [s/veh]	8.51	0.00	0.00	0.00	14.44	12.43
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.02	0.00	0.00	0.00	0.35	0.35
95th-Percentile Queue Length [ft]	0.58	0.00	0.00	0.00	8.65	8.65
d_A, Approach Delay [s/veh]	0.11		0.00		13.89	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.60					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 16: Mission Trail at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	209	68	254	235	0	0	0	0	75	0	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	209	68	254	235	0	0	0	0	75	0	245
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	1.0000	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	57	18	69	64	0	0	0	0	20	0	67
Total Analysis Volume [veh/h]	0	227	74	276	255	0	0	0	0	82	0	266
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	7	0	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	7	0	7
Maximum Green [s]	30	30	0	30	30	0	0	30	0	30	0	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0
Split [s]	27	25	0	22	20	0	0	11	0	32	0	43
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
Walk [s]	0	7	0	0	0	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	21	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Recall	No	No		No	No			No		No		No
Maximum Recall	No	No		No	No			No		No		No
Pedestrian Recall	No	No		No	No			No		No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	0	49	49	14	64	64	4	6	33
g / C, Green / Cycle	0.00	0.55	0.55	0.16	0.71	0.71	0.05	0.07	0.36
(v / s)_i Volume / Saturation Flow Rate	0.00	0.08	0.09	0.08	0.07	0.07	0.00	0.05	0.17
s, saturation flow rate [veh/h]	1774	1863	1711	3445	1863	1863	1863	1774	1583
c, Capacity [veh/h]	2	1020	937	548	1314	1314	127	122	576
d1, Uniform Delay [s]	0.00	10.05	10.09	34.66	4.20	4.20	0.00	40.98	21.95
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.31
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.31	0.36	0.72	0.15	0.15	0.00	6.21	1.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

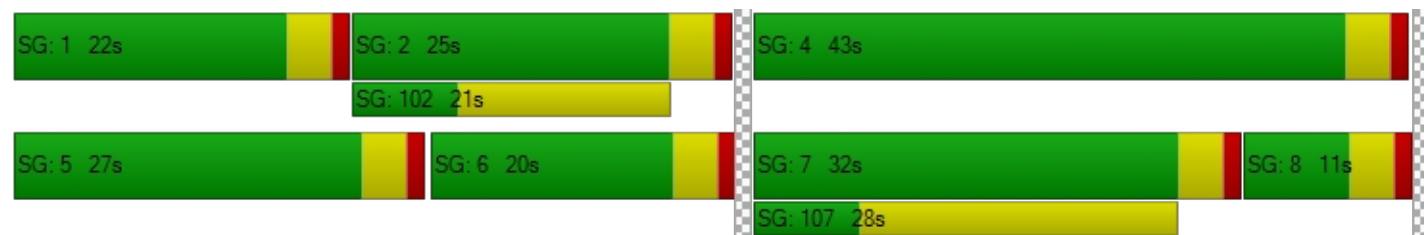
X, volume / capacity	0.00	0.15	0.16	0.50	0.10	0.10	0.00	0.67	0.46
d, Delay for Lane Group [s/veh]	0.00	10.37	10.45	35.38	4.35	4.35	0.00	47.19	23.60
Lane Group LOS	A	B	B	D	A	A	A	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.00	1.50	1.45	2.78	0.66	0.66	0.00	1.97	4.44
50th-Percentile Queue Length [ft]	0.00	37.54	36.20	69.47	16.59	16.59	0.00	49.19	110.99
95th-Percentile Queue Length [veh]	0.00	2.70	2.61	5.00	1.19	1.19	0.00	3.54	7.89
95th-Percentile Queue Length [ft]	0.00	67.57	65.16	125.05	29.86	29.86	0.00	88.54	197.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	10.39	10.45	35.38	4.35	4.35	0.00	0.00	0.00	47.19	0.00	23.60
Movement LOS	A	B	B	D	A	A	A	A	A	D		C
d_A, Approach Delay [s/veh]	10.41			20.48			0.00			29.16		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	20.47											
Intersection LOS	C											
Intersection V/C	0.369											

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Street at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	150.7
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	18.592

Intersection Setup

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	14	51	178	171	32	13	33	349	16	139	361	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	51	178	171	32	13	33	349	16	139	361	60
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	13	47	45	8	3	9	92	4	37	96	16
Total Analysis Volume [veh/h]	15	54	188	181	34	14	35	369	17	147	382	63
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	57	0	0	57	0	11	22	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	11	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	53	53	4	18	18	7	21	21
g / C, Green / Cycle	0.59	0.59	0.59	0.59	0.05	0.20	0.20	0.08	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.27	0.12	15.93	0.01	0.02	0.10	0.10	0.08	0.12	0.12
s, saturation flow rate [veh/h]	253	1583	14	1583	1774	1863	1834	1774	1863	1772
c, Capacity [veh/h]	198	932	82	932	80	369	364	142	433	412
d1, Uniform Delay [s]	19.56	8.64	39.97	7.68	41.84	32.29	32.31	41.41	30.17	30.21
k, delay calibration	0.11	0.11	0.50	0.11	0.11	0.50	0.50	0.36	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.05	0.11	769.34	0.01	3.67	5.27	5.40	74.64	4.48	4.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

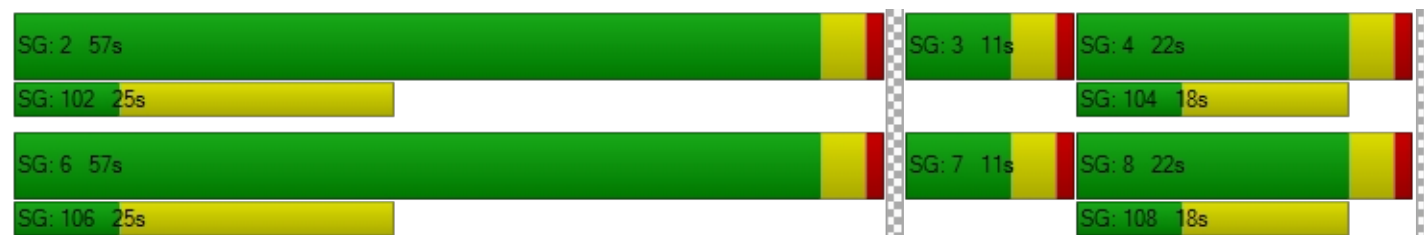
X, volume / capacity	0.35	0.20	2.63	0.02	0.43	0.53	0.53	1.04	0.52	0.53
d, Delay for Lane Group [s/veh]	20.61	8.75	809.31	7.69	45.50	37.56	37.71	116.04	34.65	34.98
Lane Group LOS	C	A	F	A	D	D	D	F	C	C
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	0.94	1.61	19.25	0.11	0.83	4.25	4.22	6.04	4.76	4.60
50th-Percentile Queue Length [ft]	23.39	40.13	481.20	2.65	20.78	106.32	105.53	150.92	118.95	114.88
95th-Percentile Queue Length [veh]	1.68	2.89	34.65	0.19	1.50	7.63	7.59	10.19	8.34	8.11
95th-Percentile Queue Length [ft]	42.10	72.24	866.15	4.78	37.40	190.87	189.77	254.87	208.38	202.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.61	20.61	8.75	809.31	809.31	7.69	45.50	37.63	37.71	116.04	34.79	34.98
Movement LOS	C	C	A	F	F	A	D	D	D	F	C	C
d_A, Approach Delay [s/veh]	11.93			760.30			38.29			54.98		
Approach LOS	B			F			D			D		
d_I, Intersection Delay [s/veh]	150.66											
Intersection LOS	F											
Intersection V/C	18.592											

Sequence

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



Intersection Level Of Service Report
Intersection 18: I-15 SB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	0	0	213	3	131	0	379	323	232	463	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	213	3	131	0	379	323	232	463	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9690	0.9690	0.9690	1.0000	0.9690	0.9690	0.9690	0.9690	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	55	1	34	0	98	83	60	119	0
Total Analysis Volume [veh/h]	0	0	0	220	3	135	0	391	333	239	478	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	7	0	0	7	0	7	7	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	37	0	0	15	0	38	53	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	4	0	0	7	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	C	C	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		14	14	50	50	14	68
g / C, Green / Cycle		0.15	0.15	0.56	0.56	0.16	0.76
(v / s)_i Volume / Saturation Flow Rate		0.12	0.09	0.19	0.23	0.13	0.13
s, saturation flow rate [veh/h]		1774	1589	1863	1603	1774	3547
c, Capacity [veh/h]		270	242	1034	890	283	2692
d1, Uniform Delay [s]		36.95	35.45	11.05	11.51	36.76	3.02
k, delay calibration		0.11	0.11	0.50	0.50	0.11	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		5.95	2.12	0.93	1.38	6.83	0.14
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

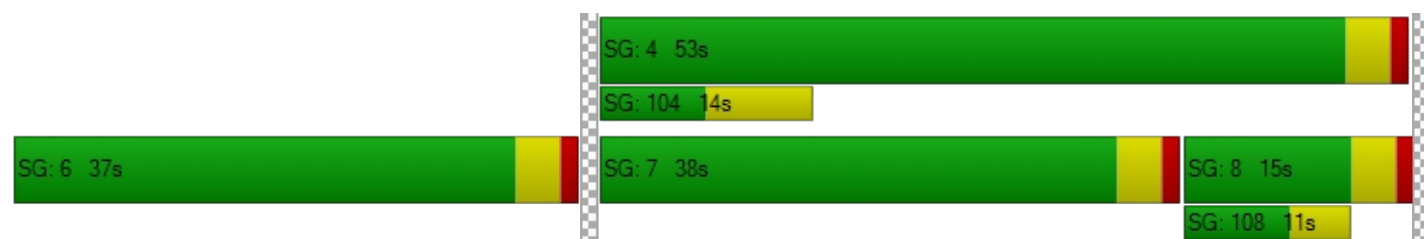
X, volume / capacity		0.82	0.57	0.35	0.41	0.85	0.18
d, Delay for Lane Group [s/veh]		42.90	37.57	11.99	12.89	43.59	3.16
Lane Group LOS		D	D	B	B	D	A
Critical Lane Group		Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]		5.05	2.91	3.96	4.19	5.55	0.92
50th-Percentile Queue Length [ft]		126.20	72.80	99.12	104.71	138.68	23.00
95th-Percentile Queue Length [veh]		8.73	5.24	7.14	7.54	9.41	1.66
95th-Percentile Queue Length [ft]		218.32	131.04	178.42	188.48	235.25	41.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	42.90	37.57	37.57	0.00	12.06	12.89	43.59	3.16	0.00
Movement LOS				D	D	D		B	B	D	A	
d_A, Approach Delay [s/veh]	0.00			40.85			12.44			16.64		
Approach LOS	A			D			B			B		
d_I, Intersection Delay [s/veh]	19.77											
Intersection LOS	B											
Intersection V/C	0.559											

Sequence

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



Intersection Level Of Service Report
Intersection 19: I-15 NB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	239	2	274	0	0	0	154	434	0	0	445	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	2	274	0	0	0	154	434	0	0	445	267
Peak Hour Factor	0.9720	0.9720	0.9720	1.0000	1.0000	1.0000	0.9720	0.9720	1.0000	1.0000	0.9720	0.9720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	1	70	0	0	0	40	112	0	0	114	69
Total Analysis Volume [veh/h]	246	2	282	0	0	0	158	447	0	0	458	275
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	0	0	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	64	0	0	0	0	11	26	0	0	15	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	7	0	0	4	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	19		10	63	49	49
g / C, Green / Cycle	0.21	0.21		0.11	0.70	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.14	0.18		0.09	0.13	0.20	0.22
s, saturation flow rate [veh/h]	1774	1585		1774	3547	1863	1645
c, Capacity [veh/h]	374	334		198	2485	1014	896
d1, Uniform Delay [s]	32.58	34.18		39.01	4.62	11.62	12.01
k, delay calibration	0.11	0.11		0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.98	6.10		7.21	0.16	1.00	1.38
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

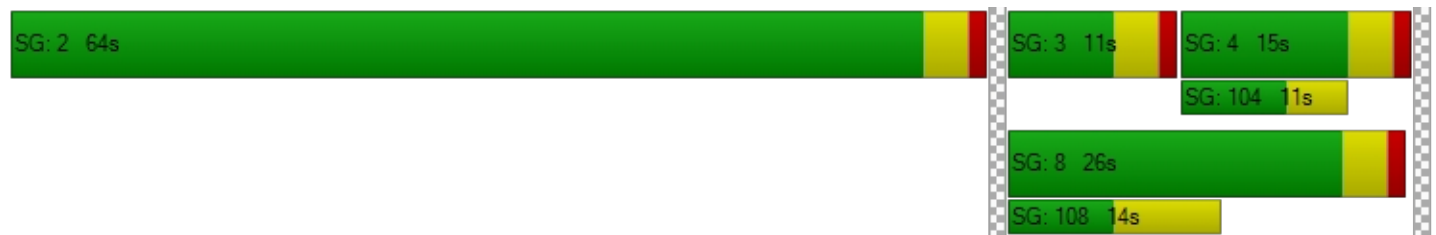
X, volume / capacity	0.66	0.85		0.80	0.18	0.36	0.41
d, Delay for Lane Group [s/veh]	34.56	40.28		46.22	4.78	12.62	13.40
Lane Group LOS	C	D		D	A	B	B
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh]	5.02	6.40		3.75	1.23	4.16	4.35
50th-Percentile Queue Length [ft]	125.53	159.98		93.77	30.78	103.91	108.72
95th-Percentile Queue Length [veh]	8.70	10.55		6.75	2.22	7.48	7.77
95th-Percentile Queue Length [ft]	217.40	263.70		168.79	55.40	187.04	194.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.56	40.28	40.28	0.00	0.00	0.00	46.22	4.78	0.00	0.00	12.78	13.40
Movement LOS	C	D	D				D	A			B	B
d_A, Approach Delay [s/veh]	37.63			0.00			15.60			13.01		
Approach LOS	D			A			B			B		
d_I, Intersection Delay [s/veh]	20.83											
Intersection LOS	C											
Intersection V/C	0.567											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Corydon Road at Palomar Street

Control Type:	Signalized	Delay (sec / veh):	14.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Base Volume Input [veh/h]	7	416	30	27	359	96	119	20	6	37	33	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	416	30	27	359	96	119	20	6	37	33	30
Peak Hour Factor	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	111	8	7	96	26	32	5	2	10	9	8
Total Analysis Volume [veh/h]	7	443	32	29	382	102	127	21	6	39	35	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	50	0	11	50	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	18	0	0	14	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	59	59	4	61	61	16	16	16	16	16
g / C, Green / Cycle	0.01	0.65	0.65	0.04	0.68	0.68	0.17	0.17	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.00	0.24	0.02	0.02	0.13	0.14	0.10	0.01	0.00	0.03	0.04
s, saturation flow rate [veh/h]	1774	1863	1583	1774	1863	1730	1329	1863	1583	1385	1718
c, Capacity [veh/h]	23	1216	1034	72	1268	1177	233	323	275	273	298
d1, Uniform Delay [s]	44.03	7.12	5.54	42.13	5.30	5.32	38.98	31.10	30.87	34.31	32.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.44	0.85	0.06	3.63	0.35	0.38	1.99	0.08	0.03	0.24	0.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.36	0.03	0.40	0.20	0.20	0.55	0.07	0.02	0.14	0.22
d, Delay for Lane Group [s/veh]	51.47	7.96	5.59	45.76	5.65	5.70	40.97	31.18	30.90	34.55	32.38
Lane Group LOS	D	A	A	D	A	A	D	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh]	0.20	3.65	0.20	0.69	1.59	1.51	2.83	0.39	0.11	0.77	1.27
50th-Percentile Queue Length [ft]	5.00	91.20	5.12	17.37	39.66	37.75	70.79	9.63	2.74	19.15	31.79
95th-Percentile Queue Length [veh]	0.36	6.57	0.37	1.25	2.86	2.72	5.10	0.69	0.20	1.38	2.29
95th-Percentile Queue Length [ft]	9.01	164.15	9.22	31.26	71.38	67.95	127.43	17.34	4.93	34.48	57.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.47	7.96	5.59	45.76	5.67	5.70	40.97	31.18	30.90	34.55	32.38	32.38
Movement LOS	D	A	A	D	A	A	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.44			7.94			39.24			33.18		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	14.10											
Intersection LOS	B											
Intersection V/C	0.404											

Sequence

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



Intersection Level Of Service Report
Intersection 21: Mission Trail at Palomar Street

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.135

Intersection Setup

Name	Palomar Street		Mission Trail		Palomar Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Palomar Street		Mission Trail		Palomar Street	
Base Volume Input [veh/h]	84	195	205	72	73	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	195	205	72	73	93
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	52	54	19	19	25
Total Analysis Volume [veh/h]	89	206	217	76	77	98
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.14	0.12
d_M, Delay for Movement [s/veh]	8.05	0.00	0.00	0.00	12.32	9.97
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.23	0.00	0.00	0.00	0.47	0.40
95th-Percentile Queue Length [ft]	5.65	0.00	0.00	0.00	11.66	10.10
d_A, Approach Delay [s/veh]	2.43		0.00		11.00	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.46					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Stoneman Street at Grand Avenue

Control Type:	Two-way stop	Delay (sec / veh):	27.5
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.070

Intersection Setup

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	1	1	4	11	1	13	11	528	2	2	501	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	4	11	1	13	11	528	2	2	501	15
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	3	0	4	3	142	1	1	135	4
Total Analysis Volume [veh/h]	1	1	4	12	1	14	12	570	2	2	540	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.07	0.01	0.03	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	26.53	23.76	12.13	27.50	24.88	13.23	8.59	0.00	0.00	8.60	0.00	0.00
Movement LOS	D	C	B	D	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.06	0.06	0.06	0.33	0.33	0.33	0.04	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft]	1.43	1.43	1.43	8.35	8.35	8.35	0.90	0.00	0.00	0.15	0.00	0.00
d_A, Approach Delay [s/veh]	16.47			20.00			0.18			0.03		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.65											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 23: Corydon Road at Grand Avenue

Control Type:	Signalized	Delay (sec / veh):	11.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.473

Intersection Setup

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	0	1	1	27	0	347	321	252	1	1	204	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	1	27	0	347	321	252	1	1	204	30
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	7	0	91	84	66	0	0	54	8
Total Analysis Volume [veh/h]	0	1	1	28	0	365	338	265	1	1	215	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	3	8	0	0	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	30	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	22	22	46	68	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	11	11	0	0	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No	No	No	No			No	
Maximum Recall		No			No	No	No	No			No	
Pedestrian Recall		No			No	No	No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	40	65	65	42	42
g / C, Green / Cycle	0.19	0.19	0.44	0.72	0.72	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.00	0.02	0.23	0.25	0.14	0.00	0.14
s, saturation flow rate [veh/h]	1712	1462	1583	1336	1862	1109	1821
c, Capacity [veh/h]	366	358	704	986	1342	519	849
d1, Uniform Delay [s]	29.54	29.96	18.04	4.81	4.10	16.42	14.83
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.09	0.59	0.22	0.33	0.01	0.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.01	0.08	0.52	0.34	0.20	0.00	0.29
d, Delay for Lane Group [s/veh]	29.55	30.05	18.63	5.03	4.43	16.43	15.70
Lane Group LOS	C	C	B	A	A	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	0.04	0.50	5.34	1.77	1.40	0.01	3.19
50th-Percentile Queue Length [ft]	0.88	12.57	133.40	44.27	34.88	0.33	79.81
95th-Percentile Queue Length [veh]	0.06	0.90	9.12	3.19	2.51	0.02	5.75
95th-Percentile Queue Length [ft]	1.59	22.62	228.10	79.69	62.79	0.59	143.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.55	29.55	29.55	30.05	30.05	18.63	5.03	4.43	4.43	16.43	15.70	15.70
Movement LOS	C	C	C	C	C	B	A	A	A	B	B	B
d_A, Approach Delay [s/veh]	29.55			19.45			4.76			15.70		
Approach LOS	C			B			A			B		
d_I, Intersection Delay [s/veh]	11.61											
Intersection LOS	B											
Intersection V/C	0.473											

Sequence

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



APPENDIX D-II

**EXISTING WITH ELSP PROJECT BUILDOUT
TRAFFIC CONDITIONS**

Intersection Level Of Service Report**Intersection 1: Railroad Canyon Road at Summerhill Rd/Grape St**

Control Type:	Signalized	Delay (sec / veh):	37.5
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.899

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Base Volume Input [veh/h]	211	942	192	132	1754	203	204	107	431	230	71	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	211	942	192	132	1754	203	204	107	431	230	71	96
Peak Hour Factor	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	251	51	35	467	54	54	28	115	61	19	26
Total Analysis Volume [veh/h]	225	1003	204	141	1868	216	217	114	459	245	76	102
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	8	0	4	0
Auxiliary Signal Groups									5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	7	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	30	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	15	51	0	21	57	0	0	11	11	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	0	0	0	21	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No	No		No	
Maximum Recall	No	No		No	No			No	No		No	
Pedestrian Recall	No	No		No	No			No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	53	53	11	53	53	24	24	39	11	11	11
g / C, Green / Cycle	0.10	0.46	0.46	0.10	0.46	0.46	0.21	0.21	0.34	0.10	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.07	0.28	0.13	0.08	0.39	0.40	0.12	0.06	0.29	0.07	0.04	0.06
s, saturation flow rate [veh/h]	3445	3547	1583	1774	3547	1766	1774	1863	1583	3445	1863	1583
c, Capacity [veh/h]	330	1639	732	170	1639	816	367	386	534	331	179	152
d1, Uniform Delay [s]	50.30	23.19	19.09	51.09	27.29	27.54	41.21	38.53	35.54	50.60	49.00	50.24
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.14	0.11	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.48	1.71	0.95	9.92	5.53	11.23	1.98	0.42	16.31	3.27	1.60	5.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

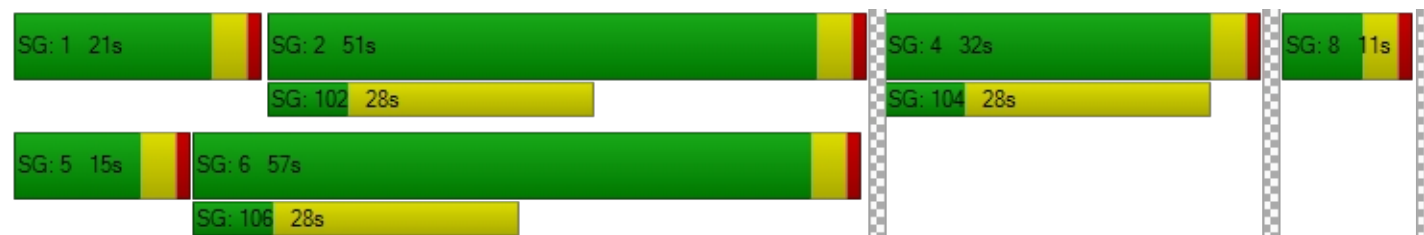
X, volume / capacity	0.68	0.61	0.28	0.83	0.84	0.86	0.59	0.30	0.86	0.74	0.43	0.67
d, Delay for Lane Group [s/veh]	52.79	24.90	20.04	61.00	32.82	38.78	43.19	38.95	51.85	53.87	50.60	55.29
Lane Group LOS	D	C	C	E	C	D	D	D	D	D	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	3.24	10.40	3.54	4.45	17.52	19.13	5.75	2.77	14.22	3.58	2.14	3.05
50th-Percentile Queue Length [ft]	81.09	259.98	88.61	111.29	437.89	478.19	143.68	69.22	355.59	89.48	53.49	76.20
95th-Percentile Queue Length [veh]	5.84	15.69	6.38	7.91	24.38	26.30	9.68	4.98	20.41	6.44	3.85	5.49
95th-Percentile Queue Length [ft]	145.97	392.19	159.50	197.79	609.48	657.51	241.97	124.60	510.22	161.06	96.27	137.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.79	24.90	20.04	61.00	34.36	38.78	43.19	38.95	51.85	53.87	50.60	55.29
Movement LOS	D	C	C	E	C	D	D	D	D	D	D	E
d_A, Approach Delay [s/veh]	28.59			36.48			47.61			53.63		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	37.45											
Intersection LOS	D											
Intersection V/C	0.899											

Sequence

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



Intersection Level Of Service Report
Intersection 2: Railroad Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.816

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	265	1056	0	0	1162	1244	0	0	0	173	0	310
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	265	1056	0	0	1162	1244	0	0	0	173	0	310
Peak Hour Factor	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	1.0000	1.0000	1.0000	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	275	0	0	303	324	0	0	0	45	0	81
Total Analysis Volume [veh/h]	276	1100	0	0	1210	1296	0	0	0	180	0	323
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	5	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	15	76	0	0	61	0	0	0	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	C	R		C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	10	82	68	68	68		15	15
g / C, Green / Cycle	0.10	0.78	0.65	0.65	0.65		0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.08	0.22	0.45	0.53	0.53		0.10	0.12
s, saturation flow rate [veh/h]	3445	5074	1863	1583	1583		1774	2803
c, Capacity [veh/h]	340	3971	1203	1023	1023		250	396
d1, Uniform Delay [s]	46.37	3.17	11.93	13.92	13.92		43.10	43.77
k, delay calibration	0.11	0.50	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.71	0.17	3.32	7.21	7.21		3.86	4.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

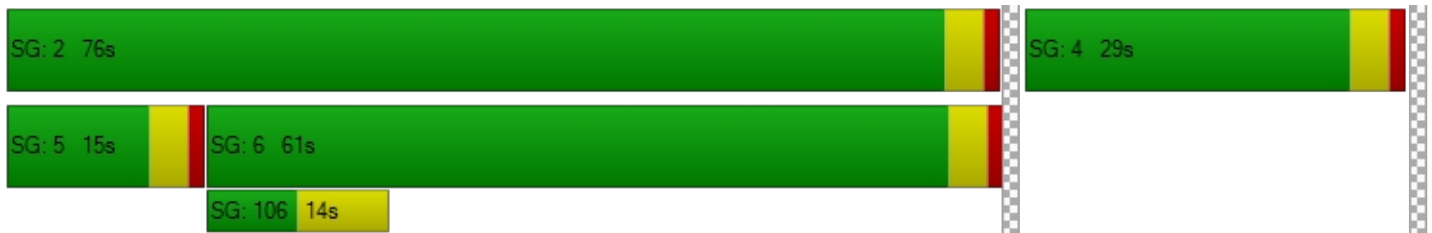
X, volume / capacity	0.81	0.28	0.69	0.82	0.82		0.72	0.82
d, Delay for Lane Group [s/veh]	51.08	3.34	15.24	21.13	21.13		46.95	47.94
Lane Group LOS	D	A	B	C	C		D	D
Critical Lane Group	Yes	No	No	Yes	No		No	Yes
50th-Percentile Queue Length [veh]	3.73	1.68	12.36	15.19	15.19		4.71	4.28
50th-Percentile Queue Length [ft]	93.36	41.99	309.08	379.71	379.71		117.72	106.89
95th-Percentile Queue Length [veh]	6.72	3.02	18.13	21.58	21.58		8.27	7.67
95th-Percentile Queue Length [ft]	168.04	75.58	453.24	539.50	539.50		206.69	191.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.08	3.34	0.00	0.00	15.24	21.13	0.00	0.00	0.00	46.95	46.95	47.94
Movement LOS	D	A			B	C				D	D	D
d_A, Approach Delay [s/veh]	12.91			19.17			0.00			47.58		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	20.47											
Intersection LOS	C											
Intersection V/C	0.816											

Sequence

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



Intersection Level Of Service Report

Intersection 3: Diamond Drive at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	41.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.918

Intersection Setup

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	660	170	720	622	0	669	2	278	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	660	170	720	622	0	669	2	278	0	0	0
Peak Hour Factor	1.0000	0.9260	0.9260	0.9260	0.9260	1.0000	0.9260	0.9260	0.9260	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	178	46	194	168	0	181	1	75	0	0	0
Total Analysis Volume [veh/h]	0	713	184	778	672	0	722	2	300	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	71	89	0	0	31	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	14	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	26	26	55	85	27	27	27	
g / C, Green / Cycle	0.22	0.22	0.46	0.71	0.22	0.22	0.22	
(v / s)_i Volume / Saturation Flow Rate	0.17	0.18	0.44	0.19	0.21	0.10	0.10	
s, saturation flow rate [veh/h]	3547	1680	1774	3547	3445	1586	1583	
c, Capacity [veh/h]	777	368	811	2517	770	355	354	
d1, Uniform Delay [s]	44.00	44.50	31.47	6.24	45.75	39.97	39.98	
k, delay calibration	0.50	0.50	0.31	0.50	0.11	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	7.22	17.49	16.98	0.26	6.19	0.81	0.81	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

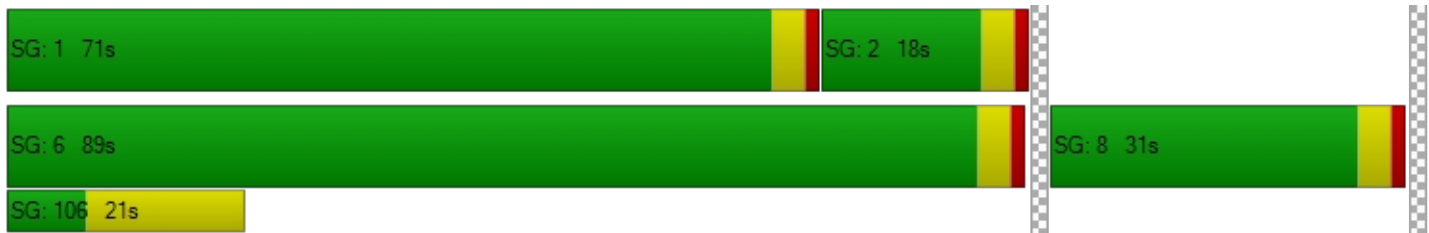
X, volume / capacity	0.77	0.81	0.96	0.27	0.94	0.43	0.43	
d, Delay for Lane Group [s/veh]	51.22	61.99	48.45	6.50	51.95	40.78	40.79	
Lane Group LOS	D	E	D	A	D	D	D	
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	
50th-Percentile Queue Length [veh]	9.11	10.21	24.88	2.91	11.16	3.92	3.92	
50th-Percentile Queue Length [ft]	227.66	255.27	622.07	72.65	279.11	97.93	97.95	
95th-Percentile Queue Length [veh]	14.06	15.45	33.06	5.23	16.64	7.05	7.05	
95th-Percentile Queue Length [ft]	351.39	386.28	826.59	130.78	416.10	176.27	176.32	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	52.96	61.99	48.45	6.50	0.00	51.95	40.78	40.79	0.00	0.00	0.00
Movement LOS		D	E	D	A		D	D	D			
d_A, Approach Delay [s/veh]	54.81			29.01			48.66			0.00		
Approach LOS	D			C			D			A		
d_I, Intersection Delay [s/veh]	41.84											
Intersection LOS	D											
Intersection V/C	0.918											

Sequence

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



Intersection Level Of Service Report
Intersection 4: Diamond Drive at Auto Center Dr/Casino Dr

Control Type:	Signalized	Delay (sec / veh):	24.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Base Volume Input [veh/h]	55	461	11	144	389	338	311	120	53	7	99	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	461	11	144	389	338	311	120	53	7	99	63
Peak Hour Factor	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670	0.8670
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	133	3	42	112	97	90	35	15	2	29	18
Total Analysis Volume [veh/h]	63	532	13	166	449	390	359	138	61	8	114	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	29	0	11	29	0	0	50	0	0	50	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	28	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	37	37	7	38	38	35	35	35	35	35	35
g / C, Green / Cycle	0.06	0.41	0.41	0.08	0.42	0.42	0.38	0.38	0.38	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.10	0.05	0.24	0.25	0.30	0.06	0.06	0.01	0.05	0.06
s, saturation flow rate [veh/h]	1774	3547	1840	3445	1863	1583	1192	1863	1673	1179	1863	1632
c, Capacity [veh/h]	110	1439	746	265	783	666	472	716	643	467	716	627
d1, Uniform Delay [s]	41.06	17.69	17.69	40.30	19.92	20.06	29.04	18.07	18.09	20.47	17.99	18.07
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.16	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.64	0.41	0.80	2.44	3.04	3.75	3.74	0.09	0.10	0.01	0.08	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	0.25	0.25	0.63	0.57	0.59	0.76	0.15	0.15	0.02	0.13	0.15
d, Delay for Lane Group [s/veh]	45.70	18.10	18.50	42.74	22.96	23.81	32.78	18.16	18.20	20.48	18.07	18.18
Lane Group LOS	D	B	B	D	C	C	C	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	1.49	2.47	2.65	1.85	7.52	6.69	7.64	1.40	1.28	0.11	1.28	1.23
50th-Percentile Queue Length [ft]	37.13	61.64	66.26	46.28	187.88	167.20	191.03	34.92	32.04	2.85	32.05	30.70
95th-Percentile Queue Length [veh]	2.67	4.44	4.77	3.33	12.01	10.93	12.17	2.51	2.31	0.21	2.31	2.21
95th-Percentile Queue Length [ft]	66.84	110.96	119.27	83.30	300.27	273.24	304.37	62.86	57.68	5.14	57.70	55.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.70	18.23	18.50	42.74	22.96	23.81	32.78	18.17	18.20	20.48	18.09	18.18
Movement LOS	D	B	B	D	C	C	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	21.08			26.55			27.57			18.22		
Approach LOS	C			C			C			B		
d_I, Intersection Delay [s/veh]	24.70											
Intersection LOS	C											
Intersection V/C	0.673											

Sequence

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



Intersection Level Of Service Report
Intersection 5: Lucerne Street at Lakeshore Drive

Control Type:	Two-way stop	Delay (sec / veh):	375.2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.492

Intersection Setup

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Base Volume Input [veh/h]	406	127	348	110	32	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	406	127	348	110	32	241
Peak Hour Factor	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	120	38	103	33	9	71
Total Analysis Volume [veh/h]	482	151	413	130	38	286
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.49	0.26	0.00	0.00	0.04	0.00
d_M, Delay for Movement [s/veh]	375.22	370.21	0.00	0.00	8.64	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh]	39.85	39.85	0.00	0.00	0.12	0.00
95th-Percentile Queue Length [ft]	996.33	996.33	0.00	0.00	2.88	0.00
d_A, Approach Delay [s/veh]	374.03		0.00		1.01	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	158.06					
Intersection LOS	F					

Intersection Level Of Service Report**Intersection 6: Diamond Drive at Lakeshore Drive/Mission Trail**

Control Type:	Signalized	Delay (sec / veh):	46.7
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.637

Intersection Setup

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Base Volume Input [veh/h]	23	102	101	269	54	289	328	166	13	120	158	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	102	101	269	54	289	328	166	13	120	158	224
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	27	27	71	14	76	87	44	3	32	42	59
Total Analysis Volume [veh/h]	24	108	107	285	57	306	347	176	14	127	167	237
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	32	0	15	36	0	34	54	0	19	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	18	0	0	21	0	0	28	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	47	47	11	54	54	25	36	36	10	20	20
g / C, Green / Cycle	0.03	0.39	0.39	0.09	0.45	0.45	0.21	0.30	0.30	0.09	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.07	0.08	0.03	0.19	0.20	0.05	0.05	0.07	0.05	0.15
s, saturation flow rate [veh/h]	1774	3547	1583	3445	1863	1583	1774	1863	1815	1774	3547	1583
c, Capacity [veh/h]	59	1389	620	318	840	714	376	551	537	155	606	270
d1, Uniform Delay [s]	56.90	22.92	23.83	53.93	18.68	22.45	46.32	31.39	31.39	53.88	43.31	48.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.29	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.53	0.11	0.60	8.93	0.16	1.88	20.72	0.15	0.15	10.64	0.24	8.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

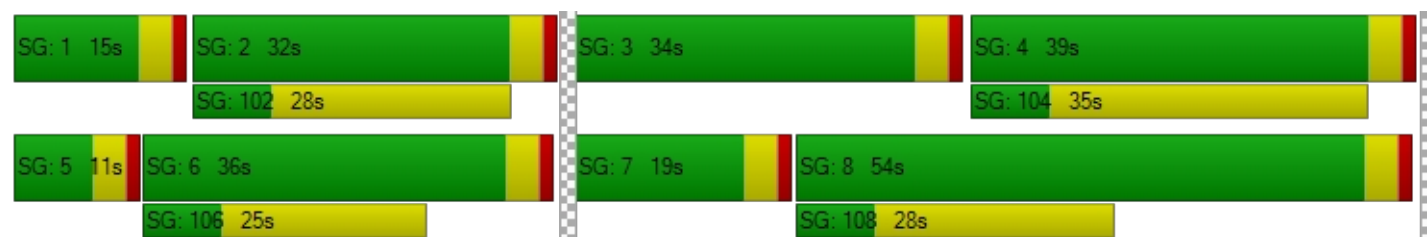
X, volume / capacity	0.41	0.08	0.17	0.90	0.07	0.43	0.92	0.17	0.18	0.82	0.28	0.88
d, Delay for Lane Group [s/veh]	61.43	23.03	24.44	62.85	18.84	24.33	67.04	31.53	31.55	64.53	43.56	57.34
Lane Group LOS	E	C	C	E	B	C	E	C	C	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.79	0.99	2.10	4.65	0.94	6.22	12.26	2.11	2.07	4.23	2.19	7.56
50th-Percentile Queue Length [ft]	19.71	24.73	52.47	116.23	23.55	155.38	306.40	52.68	51.63	105.68	54.77	189.11
95th-Percentile Queue Length [veh]	1.42	1.78	3.78	8.19	1.70	10.30	18.00	3.79	3.72	7.60	3.94	12.08
95th-Percentile Queue Length [ft]	35.47	44.52	94.45	204.64	42.40	257.60	449.93	94.82	92.93	189.98	98.59	301.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.43	23.03	24.44	62.85	18.84	24.33	67.04	31.54	31.55	64.53	43.56	57.34
Movement LOS	E	C	C	E	B	C	E	C	C	E	D	E
d_A, Approach Delay [s/veh]	27.52			40.79			54.48			54.72		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	46.71											
Intersection LOS	D											
Intersection V/C	0.637											

Sequence

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



Intersection Level Of Service Report

Intersection 7: Diamond Drive at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Diamond Drive		Diamond Drive		Campbell Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Diamond Drive		Diamond Drive		Campbell Street	
Base Volume Input [veh/h]	165	6	25	139	2	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	6	25	139	2	29
Peak Hour Factor	0.8640	0.8640	0.8640	0.8640	0.8640	0.8640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	2	7	40	1	8
Total Analysis Volume [veh/h]	191	7	29	161	2	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.68	0.00	10.94	9.00
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.06	0.00	0.12	0.12
95th-Percentile Queue Length [ft]	0.00	0.00	1.62	0.00	3.08	3.08
d_A, Approach Delay [s/veh]	0.00		1.17		9.11	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.30					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 8: Mission Trail at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	21.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Base Volume Input [veh/h]	10	483	6	17	444	9	7	1	1	3	1	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	483	6	17	444	9	7	1	1	3	1	4
Peak Hour Factor	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630	0.9630
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	125	2	4	115	2	2	0	0	1	0	1
Total Analysis Volume [veh/h]	10	502	6	18	461	9	7	1	1	3	1	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.02	0.00	0.00	0.02	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	8.34	0.00	0.00	8.48	0.00	0.00	18.22	21.31	10.08	18.39	21.15	10.03
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh]	0.03	0.00	0.00	0.05	0.00	0.00	0.09	0.09	0.09	0.06	0.06	0.06
95th-Percentile Queue Length [ft]	0.70	0.00	0.00	1.30	0.00	0.00	2.37	2.37	2.37	1.59	1.59	1.59
d_A, Approach Delay [s/veh]	0.16			0.31			17.66			14.56		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	0.50											
Intersection LOS	C											

Intersection Level Of Service Report

Intersection 9: Diamond Drive at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	5	175	22	3	97	13	28	14	5	24	26	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	175	22	3	97	13	28	14	5	24	26	14
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	49	6	1	27	4	8	4	1	7	7	4
Total Analysis Volume [veh/h]	6	196	25	3	109	15	31	16	6	27	29	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	32	0	11	32	32	12	29	0	18	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	18	0	18	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	65	65	1	64	72	4	5	5	3	5	5
g / C, Green / Cycle	0.01	0.72	0.72	0.01	0.72	0.80	0.04	0.06	0.06	0.04	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.00	0.06	0.06	0.00	0.03	0.01	0.02	0.01	0.01	0.02	0.01	0.01
s, saturation flow rate [veh/h]	1774	1863	1791	1774	3547	1583	1774	1863	1698	1774	1863	1653
c, Capacity [veh/h]	20	1341	1290	11	2536	1270	76	106	97	69	99	88
d1, Uniform Delay [s]	44.16	3.75	3.76	44.55	3.78	1.78	42.02	40.29	40.32	42.25	40.87	40.93
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.70	0.12	0.13	12.32	0.03	0.00	3.51	0.43	0.51	3.57	1.16	1.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

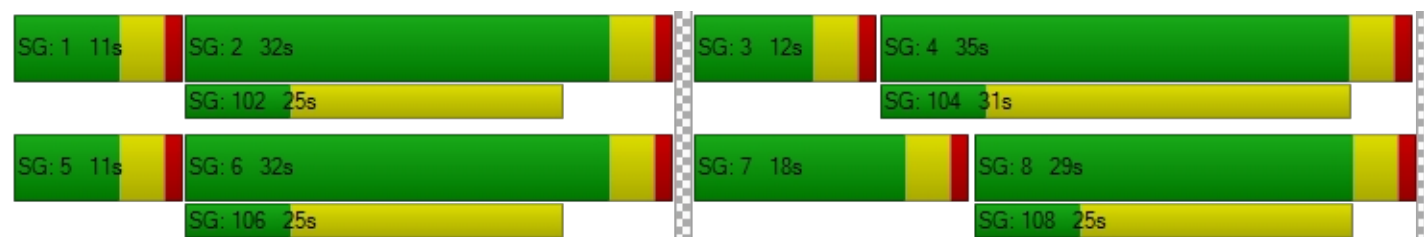
X, volume / capacity	0.29	0.08	0.08	0.27	0.04	0.01	0.41	0.10	0.11	0.39	0.23	0.25
d, Delay for Lane Group [s/veh]	51.86	3.87	3.89	56.88	3.81	1.79	45.53	40.72	40.83	45.82	42.03	42.42
Lane Group LOS	D	A	A	E	A	A	D	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.18	0.53	0.52	0.10	0.25	0.03	0.74	0.24	0.24	0.65	0.51	0.51
50th-Percentile Queue Length [ft]	4.38	13.25	13.10	2.61	6.22	0.81	18.47	6.07	6.05	16.22	12.75	12.67
95th-Percentile Queue Length [veh]	0.32	0.95	0.94	0.19	0.45	0.06	1.33	0.44	0.44	1.17	0.92	0.91
95th-Percentile Queue Length [ft]	7.89	23.85	23.58	4.69	11.19	1.46	33.24	10.93	10.88	29.19	22.95	22.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.86	3.88	3.89	56.88	3.81	1.79	45.53	40.75	40.83	45.82	42.12	42.42
Movement LOS	D	A	A	E	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	5.15			4.82			43.55			43.57		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	15.09											
Intersection LOS	B											
Intersection V/C	0.114											

Sequence

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



Intersection Level Of Service Report

Intersection 10: Mission Trail at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.256

Intersection Setup

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	39	505	55	7	348	11	11	3	31	53	5	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	505	55	7	348	11	11	3	31	53	5	9
Peak Hour Factor	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830	0.9830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	128	14	2	89	3	3	1	8	13	1	2
Total Analysis Volume [veh/h]	40	514	56	7	354	11	11	3	32	54	5	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	39	0	11	38	0	11	25	0	15	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	18	0	0	0	0	0	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	64	64	1	60	60	2	4	4	5	8	8
g / C, Green / Cycle	0.05	0.70	0.70	0.01	0.67	0.67	0.02	0.05	0.05	0.06	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.02	0.16	0.16	0.00	0.10	0.10	0.01	0.00	0.02	0.03	0.00	0.01
s, saturation flow rate [veh/h]	1774	1863	1799	1774	1863	1843	1774	1863	1583	1774	1863	1583
c, Capacity [veh/h]	90	1310	1265	25	1241	1228	36	87	74	105	159	135
d1, Uniform Delay [s]	41.58	4.71	4.71	44.02	5.57	5.57	43.56	41.04	41.82	41.19	37.81	37.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.44	0.39	0.41	6.17	0.25	0.25	4.78	0.16	3.96	3.90	0.08	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

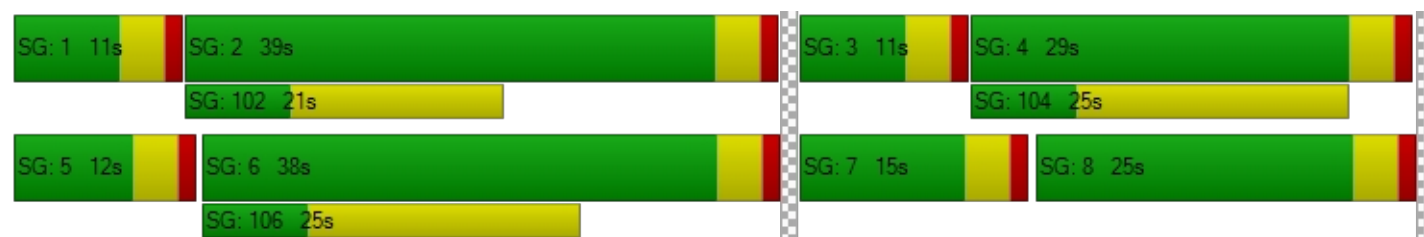
X, volume / capacity	0.45	0.22	0.22	0.28	0.15	0.15	0.31	0.03	0.43	0.52	0.03	0.07
d, Delay for Lane Group [s/veh]	45.03	5.09	5.12	50.19	5.82	5.82	48.35	41.20	45.78	45.09	37.89	38.13
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	0.94	1.68	1.64	0.20	1.19	1.18	0.29	0.07	0.77	1.27	0.10	0.19
50th-Percentile Queue Length [ft]	23.52	42.08	41.00	4.89	29.68	29.52	7.18	1.67	19.17	31.63	2.60	4.72
95th-Percentile Queue Length [veh]	1.69	3.03	2.95	0.35	2.14	2.13	0.52	0.12	1.38	2.28	0.19	0.34
95th-Percentile Queue Length [ft]	42.33	75.74	73.80	8.79	53.42	53.13	12.92	3.01	34.50	56.94	4.67	8.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.03	5.10	5.12	50.19	5.82	5.82	48.35	41.20	45.78	45.09	37.89	38.13
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.72			6.65			46.10			43.64		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	11.20											
Intersection LOS	B											
Intersection V/C	0.256											

Sequence

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



Intersection Level Of Service Report
Intersection 11: Mission Trail at Olive Street

Control Type:	Signalized	Delay (sec / veh):	8.1
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.292

Intersection Setup

Name	Mission Trail			Mission Trail			Olive Street			Olive Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			Yes		

Volumes

Name	Mission Trail			Mission Trail			Olive Street			Olive Street		
Base Volume Input [veh/h]	9	584	81	9	461	12	16	7	9	63	13	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	584	81	9	461	12	16	7	9	63	13	19
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	159	22	2	125	3	4	2	2	17	4	5
Total Analysis Volume [veh/h]	10	635	88	10	501	13	17	8	10	68	14	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	22	0	11	22	0	0	57	0	0	57	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	18	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	68	68	2	68	68	9	9	9	9
g / C, Green / Cycle	0.02	0.75	0.75	0.02	0.75	0.75	0.10	0.10	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.01	0.20	0.20	0.01	0.14	0.14	0.01	0.01	0.05	0.02
s, saturation flow rate [veh/h]	1774	1863	1785	1774	1863	1846	1368	1696	1389	1684
c, Capacity [veh/h]	31	1401	1342	31	1401	1388	153	165	167	164
d1, Uniform Delay [s]	43.69	3.46	3.46	43.69	3.22	3.22	40.84	37.07	41.57	37.45
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.82	0.46	0.48	5.82	0.29	0.29	0.32	0.29	1.58	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

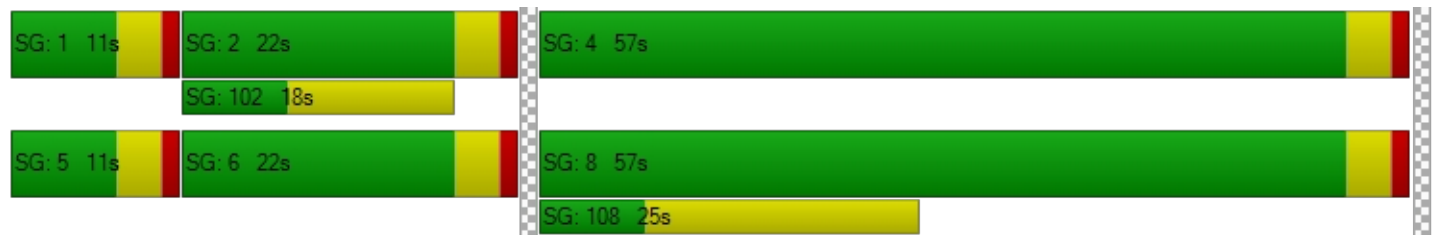
X, volume / capacity	0.32	0.26	0.26	0.32	0.18	0.18	0.11	0.11	0.41	0.21
d, Delay for Lane Group [s/veh]	49.51	3.91	3.94	49.51	3.51	3.51	41.16	37.36	43.15	38.09
Lane Group LOS	D	A	A	D	A	A	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh]	0.27	1.71	1.66	0.27	1.11	1.11	0.37	0.37	1.54	0.73
50th-Percentile Queue Length [ft]	6.71	42.87	41.39	6.71	27.82	27.66	9.27	9.27	38.52	18.30
95th-Percentile Queue Length [veh]	0.48	3.09	2.98	0.48	2.00	1.99	0.67	0.67	2.77	1.32
95th-Percentile Queue Length [ft]	12.07	77.17	74.51	12.07	50.08	49.79	16.69	16.69	69.34	32.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.51	3.92	3.94	49.51	3.51	3.51	41.16	37.36	37.36	43.15	38.09	38.09
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.55			4.39			39.20			41.43		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	8.08											
Intersection LOS	A											
Intersection V/C	0.292											

Sequence

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



Intersection Level Of Service Report
Intersection 12: Mission Trail at Victorian Lane

Control Type: Two-way stop
 Analysis Method: HCM 2010
 Analysis Period: 15 minutes

Delay (sec / veh): 29.9
 Level Of Service: D
 Volume to Capacity (v/c): 0.039

Intersection Setup

Name	Mission Trail			Mission Trail			Victoria Lane			Victoria Lane		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Mission Trail			Mission Trail			Victoria Lane			Victoria Lane		
Base Volume Input [veh/h]	13	653	5	2	532	8	6	6	8	3	5	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	653	5	2	532	8	6	6	8	3	5	2
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	176	1	1	144	2	2	2	2	1	1	1
Total Analysis Volume [veh/h]	14	705	5	2	575	9	6	6	9	3	5	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00	0.03	0.04	0.01	0.02	0.03	0.00
d_M, Delay for Movement [s/veh]	8.70	0.00	0.00	9.08	0.00	0.00	24.28	29.92	11.37	26.42	29.80	11.68
Movement LOS	A	A	A	A	A	A	C	D	B	D	D	B
95th-Percentile Queue Length [veh]	1.70	0.85	0.00	1.46	0.73	0.00	0.27	0.27	0.27	0.17	0.17	0.17
95th-Percentile Queue Length [ft]	42.54	21.27	0.00	36.40	18.20	0.00	6.66	6.66	6.66	4.17	4.17	4.17
d_A, Approach Delay [s/veh]	0.17			0.03			20.36			25.16		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	0.61											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 13: Mission Trail at Lemon Street

Control Type:	Signalized	Delay (sec / veh):	8.4
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.348

Intersection Setup

Name	Mission Trail		Mission Trail		Lemon Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Lemon Street	
Base Volume Input [veh/h]	647	130	50	484	67	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	647	130	50	484	67	39
Peak Hour Factor	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	179	36	14	134	19	11
Total Analysis Volume [veh/h]	717	144	55	537	74	43
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	18	0	11	29	61	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	0	0
Pedestrian Clearance [s]	7	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	65	65	5	74	8
g / C, Green / Cycle	0.72	0.72	0.06	0.82	0.09
(v / s)_i Volume / Saturation Flow Rate	0.20	0.09	0.03	0.15	0.07
s, saturation flow rate [veh/h]	3547	1583	1774	3547	1699
c, Capacity [veh/h]	2550	1138	105	2918	150
d1, Uniform Delay [s]	4.46	3.91	41.12	1.67	40.17
k, delay calibration	0.50	0.50	0.11	0.50	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	0.23	3.99	0.14	8.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.13	0.52	0.18	0.78
d, Delay for Lane Group [s/veh]	4.73	4.14	45.11	1.81	48.52
Lane Group LOS	A	A	D	A	D
Critical Lane Group	Yes	No	Yes	No	Yes
50th-Percentile Queue Length [veh]	1.95	0.73	1.29	0.54	2.85
50th-Percentile Queue Length [ft]	48.74	18.13	32.22	13.61	71.29
95th-Percentile Queue Length [veh]	3.51	1.31	2.32	0.98	5.13
95th-Percentile Queue Length [ft]	87.74	32.64	57.99	24.51	128.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.73	4.14	45.11	1.81	48.52	48.52
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	4.63		5.83		48.52	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	8.36					
Intersection LOS	A					
Intersection V/C	0.348					

Sequence

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



Intersection Level Of Service Report
Intersection 14: Mission Trail at Corydon Road

Control Type:	Signalized	Delay (sec / veh):	22.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.558

Intersection Setup

Name	Mission Trail		Mission Trail		Corydon Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Corydon Road	
Base Volume Input [veh/h]	335	328	317	237	445	403
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	335	328	317	237	445	403
Peak Hour Factor	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	91	88	66	124	112
Total Analysis Volume [veh/h]	373	366	353	264	496	449
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Permissive	Overlap
Signal group	5	2	6	6	3	8
Auxiliary Signal Groups				3,6		5,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	37	66	29	29	29	29
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	7	0
Pedestrian Clearance [s]	0	0	18	18	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	23	70	43	64	17	44
g / C, Green / Cycle	0.24	0.74	0.45	0.67	0.18	0.46
(v / s)_i Volume / Saturation Flow Rate	0.21	0.10	0.10	0.17	0.14	0.16
s, saturation flow rate [veh/h]	1774	3547	3547	1583	3445	2803
c, Capacity [veh/h]	431	2616	1605	1065	614	1299
d1, Uniform Delay [s]	34.48	3.65	15.82	6.10	37.47	16.29
k, delay calibration	0.16	0.50	0.50	0.18	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.78	0.11	0.32	0.20	2.58	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.14	0.22	0.25	0.81	0.35
d, Delay for Lane Group [s/veh]	42.26	3.76	16.14	6.30	40.05	16.45
Lane Group LOS	D	A	B	A	D	B
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	9.01	0.87	2.34	1.88	5.67	3.05
50th-Percentile Queue Length [ft]	225.18	21.63	58.42	46.98	141.70	76.13
95th-Percentile Queue Length [veh]	13.93	1.56	4.21	3.38	9.57	5.48
95th-Percentile Queue Length [ft]	348.23	38.93	105.15	84.56	239.31	137.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.26	3.76	16.14	6.30	40.05	16.45
Movement LOS	D	A	B	A	D	B
d_A, Approach Delay [s/veh]	23.19		11.93		28.84	
Approach LOS	C		B		C	
d_I, Intersection Delay [s/veh]	22.49					
Intersection LOS	C					
Intersection V/C	0.558					

Sequence

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



Intersection Level Of Service Report
Intersection 15: Corydon Road at Cereal Street

Control Type:	Two-way stop	Delay (sec / veh):	23.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.440

Intersection Setup

Name	Corydon Road		Corydon Road		Cereal Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Corydon Road		Corydon Road		Cereal Street	
Base Volume Input [veh/h]	5	708	429	78	148	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	708	429	78	148	22
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	195	118	21	41	6
Total Analysis Volume [veh/h]	6	780	472	86	163	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.44	0.04
d_M, Delay for Movement [s/veh]	8.58	0.00	0.00	0.00	23.11	19.82
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh]	0.02	0.00	0.00	0.00	2.54	2.54
95th-Percentile Queue Length [ft]	0.45	0.00	0.00	0.00	63.62	63.62
d_A, Approach Delay [s/veh]	0.07		0.00		22.69	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.80					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 16: Mission Trail at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

Intersection Setup

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	1	316	71	361	285	0	0	0	0	63	0	300
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	316	71	361	285	0	0	0	0	63	0	300
Peak Hour Factor	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	1.0000	0.8820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	90	20	102	81	0	0	0	0	18	0	85
Total Analysis Volume [veh/h]	1	358	80	409	323	0	0	0	0	71	0	340
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	7	0	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	7	0	7
Maximum Green [s]	30	30	0	30	30	0	0	30	0	30	0	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0
Split [s]	11	25	0	27	41	0	0	11	0	32	0	43
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
Walk [s]	0	7	0	0	0	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	21	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Recall	No	No		No	No			No		No		No
Maximum Recall	No	No		No	No			No		No		No
Pedestrian Recall	No	No		No	No			No		No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	0	47	47	18	65	65	8	6	40
g / C, Green / Cycle	0.00	0.49	0.49	0.19	0.68	0.68	0.08	0.06	0.42
(v / s)_i Volume / Saturation Flow Rate	0.00	0.12	0.12	0.12	0.09	0.09	0.00	0.04	0.21
s, saturation flow rate [veh/h]	1774	1863	1747	3445	1863	1863	1863	1774	1583
c, Capacity [veh/h]	6	916	859	664	1269	1269	195	113	672
d1, Uniform Delay [s]	47.31	13.98	14.02	35.18	5.30	5.30	0.00	43.47	20.07
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.36
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.47	0.64	0.69	0.93	0.21	0.21	0.00	5.69	1.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

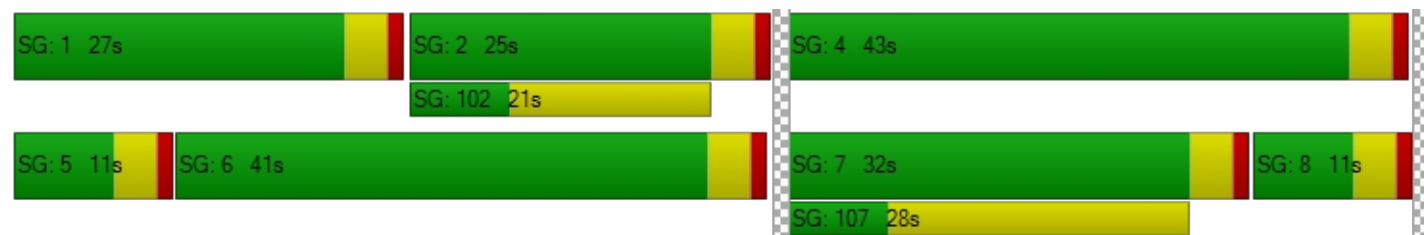
X, volume / capacity	0.18	0.24	0.25	0.62	0.13	0.13	0.00	0.63	0.51
d, Delay for Lane Group [s/veh]	61.78	14.62	14.71	36.12	5.51	5.51	0.00	49.16	22.02
Lane Group LOS	E	B	B	D	A	A	A	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.05	2.84	2.74	4.36	1.05	1.05	0.00	1.80	5.70
50th-Percentile Queue Length [ft]	1.15	71.07	68.39	109.10	26.18	26.18	0.00	44.88	142.53
95th-Percentile Queue Length [veh]	0.08	5.12	4.92	7.79	1.88	1.88	0.00	3.23	9.62
95th-Percentile Queue Length [ft]	2.07	127.93	123.10	194.75	47.12	47.12	0.00	80.79	240.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.78	14.65	14.71	36.12	5.51	5.51	0.00	0.00	0.00	49.16	0.00	22.02
Movement LOS	E	B	B	D	A	A	A	A	A	D		C
d_A, Approach Delay [s/veh]	14.77			22.61			0.00			26.71		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	21.50											
Intersection LOS	C											
Intersection V/C	0.493											

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Street at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	279.9
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	27.577

Intersection Setup

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	11	68	340	207	36	8	27	526	17	286	428	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	68	340	207	36	8	27	526	17	286	428	105
Peak Hour Factor	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	21	104	63	11	2	8	161	5	88	131	32
Total Analysis Volume [veh/h]	13	83	416	253	44	10	33	644	21	350	524	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	57	0	0	57	0	11	22	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	11	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	53	53	4	18	18	7	21	21
g / C, Green / Cycle	0.59	0.59	0.59	0.59	0.04	0.20	0.20	0.08	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.22	0.26	23.52	0.01	0.02	0.18	0.18	0.20	0.18	0.18
s, saturation flow rate [veh/h]	440	1583	13	1583	1774	1863	1842	1774	1863	1737
c, Capacity [veh/h]	304	932	82	932	78	368	364	142	437	407
d1, Uniform Delay [s]	17.13	10.33	40.34	7.66	41.93	35.29	35.30	41.39	32.23	32.23
k, delay calibration	0.11	0.11	0.50	0.11	0.11	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.59	0.34	1219.45	0.00	3.67	28.40	28.75	677.13	12.57	13.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

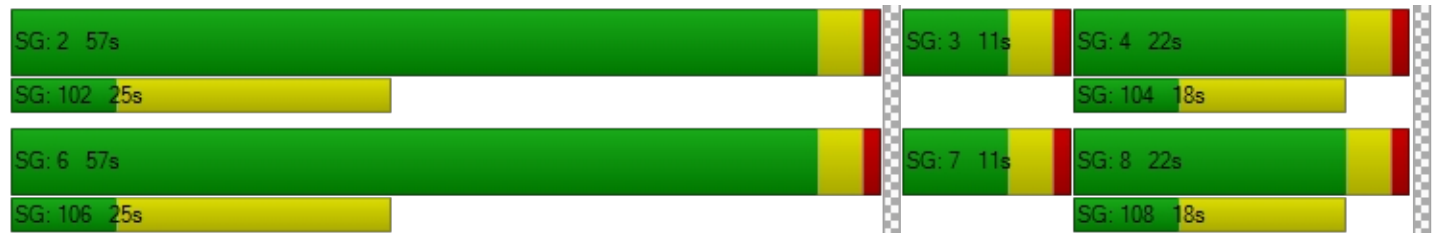
X, volume / capacity	0.32	0.45	3.64	0.01	0.43	0.91	0.91	2.46	0.77	0.77
d, Delay for Lane Group [s/veh]	17.72	10.66	1259.79	7.67	45.60	63.69	64.05	718.52	44.80	45.61
Lane Group LOS	B	B	F	A	D	E	E	F	D	D
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	1.13	4.26	29.41	0.08	0.79	9.89	9.82	29.89	8.24	7.77
50th-Percentile Queue Length [ft]	28.24	106.51	735.29	1.89	19.65	247.25	245.58	747.26	205.89	194.34
95th-Percentile Queue Length [veh]	2.03	7.65	52.94	0.14	1.41	15.05	14.96	47.13	12.94	12.35
95th-Percentile Queue Length [ft]	50.82	191.14	1323.52	3.40	35.36	376.19	374.09	1178.19	323.55	308.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.72	17.72	10.66	1259.79	1259.79	7.67	45.60	63.86	64.05	718.52	45.09	45.61
Movement LOS	B	B	B	F	F	A	D	E	E	F	D	D
d_A, Approach Delay [s/veh]	11.99			1219.00			63.01			280.15		
Approach LOS	B			F			E			F		
d_I, Intersection Delay [s/veh]	279.90											
Intersection LOS	F											
Intersection V/C	27.577											

Sequence

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



Intersection Level Of Service Report
Intersection 18: I-15 SB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	55.3
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.027

Intersection Setup

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	0	0	175	1	273	0	482	601	432	580	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	175	1	273	0	482	601	432	580	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8610	0.8610	0.8610	1.0000	0.8610	0.8610	0.8610	0.8610	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	51	0	79	0	140	175	125	168	0
Total Analysis Volume [veh/h]	0	0	0	203	1	317	0	560	698	502	674	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	7	0	0	7	0	7	7	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	28	0	0	55	0	37	92	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	4	0	0	7	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	C	C	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		24	24	51	51	33	88
g / C, Green / Cycle		0.20	0.20	0.43	0.43	0.27	0.73
(v / s)_i Volume / Saturation Flow Rate		0.11	0.20	0.30	0.44	0.28	0.19
s, saturation flow rate [veh/h]		1774	1584	1863	1583	1774	3547
c, Capacity [veh/h]		355	317	793	674	487	2600
d1, Uniform Delay [s]		43.33	47.98	28.30	34.46	43.53	5.27
k, delay calibration		0.13	0.44	0.50	0.50	0.48	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.74	48.30	5.25	44.28	48.23	0.24
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

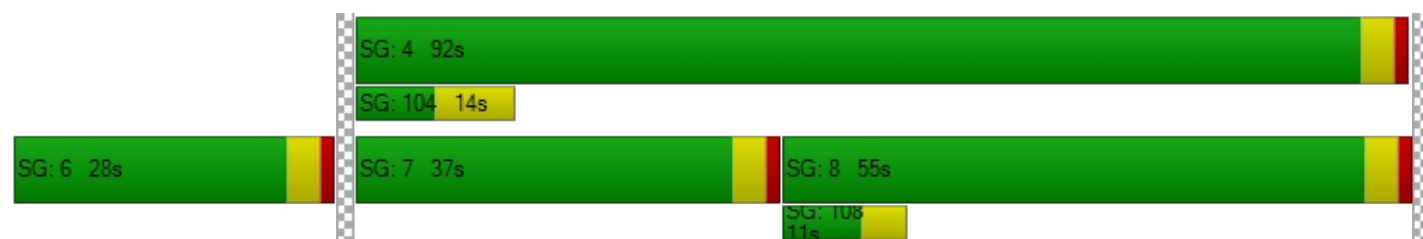
X, volume / capacity		0.57	1.00	0.71	1.04	1.03	0.26
d, Delay for Lane Group [s/veh]		45.08	96.28	33.56	78.73	91.76	5.51
Lane Group LOS		D	F	C	F	F	A
Critical Lane Group		No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh]		5.62	13.68	14.18	27.37	20.79	2.59
50th-Percentile Queue Length [ft]		140.56	341.94	354.60	684.28	519.85	64.66
95th-Percentile Queue Length [veh]		9.51	19.78	20.36	36.92	28.84	4.66
95th-Percentile Queue Length [ft]		237.77	494.40	509.02	922.93	720.90	116.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	45.08	96.28	96.28	0.00	33.56	78.73	91.76	5.51	0.00
Movement LOS				D	F	F		C	F	F	A	
d_A, Approach Delay [s/veh]	0.00			76.33			58.62			42.33		
Approach LOS	A			E			E			D		
d_I, Intersection Delay [s/veh]	55.26											
Intersection LOS	E											
Intersection V/C	1.027											

Sequence

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



Intersection Level Of Service Report
Intersection 19: I-15 NB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	25.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	317	2	154	0	0	0	245	400	0	0	686	318
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	317	2	154	0	0	0	245	400	0	0	686	318
Peak Hour Factor	0.9170	0.9170	0.9170	1.0000	1.0000	1.0000	0.9170	0.9170	1.0000	1.0000	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	1	42	0	0	0	67	109	0	0	187	87
Total Analysis Volume [veh/h]	346	2	168	0	0	0	267	436	0	0	748	347
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	0	0	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	64	0	0	0	0	11	26	0	0	15	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	7	0	0	4	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	20		16	62	42	42
g / C, Green / Cycle	0.22	0.22		0.18	0.69	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.20	0.11		0.15	0.12	0.29	0.33
s, saturation flow rate [veh/h]	1774	1586		1774	3547	1863	1675
c, Capacity [veh/h]	399	357		311	2433	868	781
d1, Uniform Delay [s]	33.58	30.28		36.03	5.06	18.17	19.06
k, delay calibration	0.11	0.11		0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.76	0.99		6.81	0.16	3.47	5.20
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

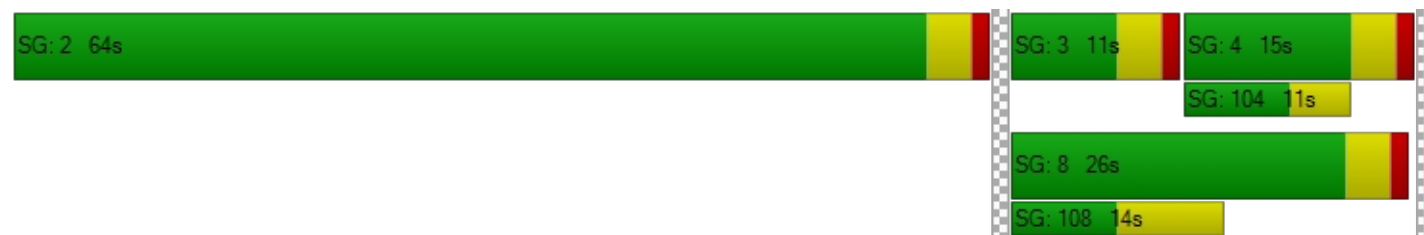
X, volume / capacity	0.87	0.48		0.86	0.18	0.63	0.70
d, Delay for Lane Group [s/veh]	39.35	31.27		42.84	5.22	21.64	24.26
Lane Group LOS	D	C		D	A	C	C
Critical Lane Group	Yes	No		Yes	No	No	Yes
50th-Percentile Queue Length [veh]	7.73	3.24		6.16	1.29	8.94	9.63
50th-Percentile Queue Length [ft]	193.26	80.97		154.10	32.21	223.62	240.84
95th-Percentile Queue Length [veh]	12.29	5.83		10.24	2.32	13.85	14.72
95th-Percentile Queue Length [ft]	307.25	145.75		255.90	57.97	346.24	368.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.35	31.27	31.27	0.00	0.00	0.00	42.84	5.22	0.00	0.00	22.34	24.26
Movement LOS	D	C	C				D	A			C	C
d_A, Approach Delay [s/veh]	36.69			0.00			19.51			22.95		
Approach LOS	D			A			B			C		
d_I, Intersection Delay [s/veh]	24.97											
Intersection LOS	C											
Intersection V/C	0.776											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 20: Corydon Road at Palomar Street

Control Type:	Signalized	Delay (sec / veh):	17.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.417

Intersection Setup

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Base Volume Input [veh/h]	12	395	74	21	363	43	86	91	20	106	46	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	395	74	21	363	43	86	91	20	106	46	58
Peak Hour Factor	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470	0.8470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	117	22	6	107	13	25	27	6	31	14	17
Total Analysis Volume [veh/h]	14	466	87	25	429	51	102	107	24	125	54	68
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	27	0	11	27	0	0	52	0	0	52	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	18	0	0	14	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	57	57	3	58	58	18	18	18	18	18
g / C, Green / Cycle	0.02	0.63	0.63	0.04	0.64	0.64	0.20	0.20	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.01	0.25	0.05	0.01	0.13	0.13	0.08	0.06	0.02	0.10	0.07
s, saturation flow rate [veh/h]	1774	1863	1583	1774	1863	1794	1264	1863	1583	1281	1696
c, Capacity [veh/h]	42	1171	995	65	1195	1151	221	375	319	240	342
d1, Uniform Delay [s]	43.25	8.28	6.57	42.36	6.65	6.66	38.64	30.45	29.15	38.19	30.93
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.59	1.01	0.17	3.66	0.38	0.40	1.50	0.41	0.10	1.74	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

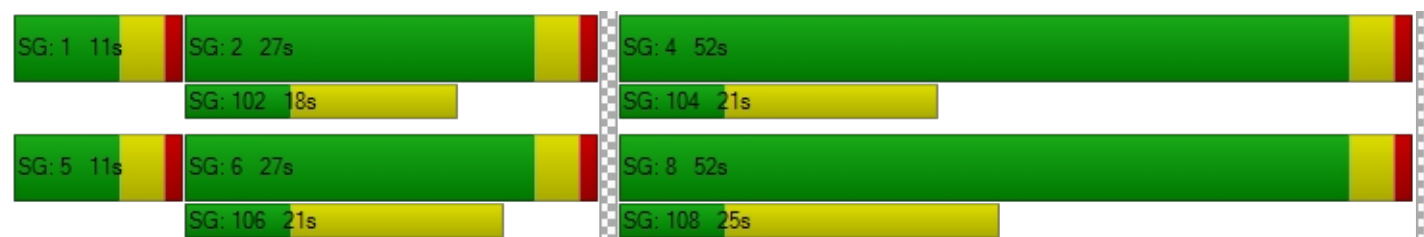
X, volume / capacity	0.33	0.40	0.09	0.38	0.20	0.21	0.46	0.29	0.08	0.52	0.36
d, Delay for Lane Group [s/veh]	47.84	9.30	6.75	46.02	7.03	7.06	40.14	30.87	29.25	39.93	31.56
Lane Group LOS	D	A	A	D	A	A	D	C	C	D	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh]	0.36	4.29	0.63	0.60	1.82	1.78	2.24	1.98	0.43	2.75	2.31
50th-Percentile Queue Length [ft]	8.93	107.28	15.87	15.10	45.52	44.41	55.97	49.62	10.64	68.76	57.71
95th-Percentile Queue Length [veh]	0.64	7.69	1.14	1.09	3.28	3.20	4.03	3.57	0.77	4.95	4.16
95th-Percentile Queue Length [ft]	16.08	192.22	28.56	27.18	81.94	79.94	100.75	89.32	19.15	123.76	103.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.84	9.30	6.75	46.02	7.05	7.06	40.14	30.87	29.25	39.93	31.56	31.56
Movement LOS	D	A	A	D	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	9.86			8.98			34.76			35.80		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	17.44											
Intersection LOS	B											
Intersection V/C	0.417											

Sequence

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



Intersection Level Of Service Report
Intersection 21: Mission Trail at Palomar Street

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.372

Intersection Setup

Name	Palomar Street		Mission Trail		Palomar Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Palomar Street		Mission Trail		Palomar Street	
Base Volume Input [veh/h]	87	231	288	132	157	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	231	288	132	157	158
Peak Hour Factor	0.8690	0.8690	0.8690	0.8690	0.8690	0.8690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	66	83	38	45	45
Total Analysis Volume [veh/h]	100	266	331	152	181	182
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.37	0.26
d_M, Delay for Movement [s/veh]	8.67	0.00	0.00	0.00	16.70	11.80
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.31	0.00	0.00	0.00	1.70	1.02
95th-Percentile Queue Length [ft]	7.64	0.00	0.00	0.00	42.49	25.43
d_A, Approach Delay [s/veh]	2.37		0.00		14.25	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.98					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 22: Stoneman Street at Grand Avenue

Control Type:	Two-way stop	Delay (sec / veh):	66.9
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	37	0	1	18	0	33	11	506	23	4	668	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	0	1	18	0	33	11	506	23	4	668	18
Peak Hour Factor	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	0	5	0	10	3	148	7	1	196	5
Total Analysis Volume [veh/h]	43	0	1	21	0	39	13	593	27	5	782	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.44	0.00	0.00	0.19	0.00	0.10	0.02	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	66.88	58.30	37.63	45.02	40.13	21.35	9.46	0.00	0.00	8.77	0.00	0.00
Movement LOS	F	F	E	E	E	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	1.85	1.85	1.85	1.16	1.16	1.16	0.05	0.00	0.00	0.02	0.00	0.00
95th-Percentile Queue Length [ft]	46.30	46.30	46.30	29.12	29.12	29.12	1.21	0.00	0.00	0.39	0.00	0.00
d_A, Approach Delay [s/veh]	66.21			29.64			0.19			0.05		
Approach LOS	F			D			A			A		
d_I, Intersection Delay [s/veh]	3.14											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 23: Corydon Road at Grand Avenue

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	2	2	2	81	2	308	250	468	2	2	284	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	2	81	2	308	250	468	2	2	284	64
Peak Hour Factor	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	23	1	87	71	133	1	1	80	18
Total Analysis Volume [veh/h]	2	2	2	92	2	349	283	531	2	2	322	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	3	8	0	0	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	30	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	22	22	46	68	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	11	11	0	0	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No	No	No	No			No	
Maximum Recall		No			No	No	No	No			No	
Pedestrian Recall		No			No	No	No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	39	65	65	43	43
g / C, Green / Cycle	0.19	0.19	0.43	0.73	0.73	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.01	0.11	0.22	0.23	0.29	0.00	0.22
s, saturation flow rate [veh/h]	763	820	1583	1229	1862	868	1804
c, Capacity [veh/h]	195	232	684	864	1350	379	864
d1, Uniform Delay [s]	30.40	34.59	18.62	5.44	4.77	19.38	15.65
k, delay calibration	0.11	0.12	0.11	0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	1.27	0.59	0.22	0.87	0.03	1.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.41	0.51	0.33	0.39	0.01	0.46
d, Delay for Lane Group [s/veh]	30.46	35.86	19.21	5.66	5.64	19.40	17.39
Lane Group LOS	C	D	B	A	A	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	0.11	1.99	5.18	1.40	3.30	0.03	5.55
50th-Percentile Queue Length [ft]	2.72	49.70	129.47	34.90	82.62	0.74	138.69
95th-Percentile Queue Length [veh]	0.20	3.58	8.91	2.51	5.95	0.05	9.41
95th-Percentile Queue Length [ft]	4.89	89.46	222.78	62.82	148.72	1.34	235.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.46	30.46	30.46	35.86	35.86	19.21	5.66	5.64	5.64	19.40	17.39	17.39
Movement LOS	C	C	C	D	D	B	A	A	A	B	B	B
d_A, Approach Delay [s/veh]	30.46			22.75			5.64			17.40		
Approach LOS	C			C			A			B		
d_I, Intersection Delay [s/veh]	13.10											
Intersection LOS	B											
Intersection V/C	0.542											

Sequence

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



Intersection Level Of Service Report
Intersection 25: Diamond Drive at Olive Street

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Diamond Drive		Diamond Drive		Olive Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Diamond Drive		Diamond Drive		Olive Street	
Base Volume Input [veh/h]	72	7	1	48	6	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	7	1	48	6	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	2	0	13	2	1
Total Analysis Volume [veh/h]	76	7	1	51	6	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	9.13	8.56
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.05	0.03	0.03	0.03
95th-Percentile Queue Length [ft]	0.00	0.00	1.31	0.66	0.67	0.67
d_A, Approach Delay [s/veh]	0.00		0.14		8.99	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.55					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 26: "A" Street at Olive Street

Control Type: Roundabout
 Analysis Method: HCM
 Analysis Period: 15 minutes

Delay (sec / veh): 3.5
 Level Of Service: A

Intersection Setup

Name	"A" Street		Olive Street		Olive Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	"A" Street		Olive Street		Olive Street	
Base Volume Input [veh/h]	1	25	8	2	26	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	25	8	2	26	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	2	1	7	2
Total Analysis Volume [veh/h]	1	26	8	2	27	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	8		28		1	
Exiting Flow Rate [veh/h]	8		28		1	
Demand Flow Rate [veh/h]	1	25	8	2	26	7
Adjusted Demand Flow Rate [veh/h]	1	26	8	2	27	7

Lanes

Overwrite Calculated Critical Headway	No		No		No	
User-Defined Critical Headway [s]	4.00		4.00		4.00	
Overwrite Calculated Follow-Up Time	No		No		No	
User-Defined Follow-Up Time [s]	3.00		3.00		3.00	
A (intercept)	1130.00		1130.00		1130.00	
B (coefficient)	0.00100		0.00100		0.00100	
HV Adjustment Factor	0.98		0.98		0.98	
Entry Flow Rate [veh/h]	28		11		35	
Capacity of Entry and Bypass Lanes [veh/h]	1121		1100		1129	
Pedestrian Impedance	1.00		1.00		1.00	
Capacity per Entry Lane [veh/h]	1099		1078		1107	
X, volume / capacity	0.02		0.01		0.03	

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.08	0.03	0.10
95th-Percentile Queue Length [ft]	1.89	0.70	2.38
Approach Delay [s/veh]	3.48	3.42	3.51
Approach LOS	A	A	A
Intersection Delay [s/veh]	3.49		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 27: "A" Street at Victorian Lane

Control Type: Roundabout
 Analysis Method: HCM
 Analysis Period: 15 minutes

Delay (sec / veh): 3.5
 Level Of Service: A

Intersection Setup

Name	"A" Street		"A" Street		Victorian Lane	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	"A" Street		"A" Street		Victorian Lane	
Base Volume Input [veh/h]	12	8	13	7	5	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	8	13	7	5	21
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	3	2	1	6
Total Analysis Volume [veh/h]	13	8	14	7	5	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	14		5		13	
Exiting Flow Rate [veh/h]	14		5		13	
Demand Flow Rate [veh/h]	12	8	13	7	5	21
Adjusted Demand Flow Rate [veh/h]	13	8	14	7	5	22

Lanes

Overwrite Calculated Critical Headway	No		No		No	
User-Defined Critical Headway [s]	4.00		4.00		4.00	
Overwrite Calculated Follow-Up Time	No		No		No	
User-Defined Follow-Up Time [s]	3.00		3.00		3.00	
A (intercept)	1130.00		1130.00		1130.00	
B (coefficient)	0.00100		0.00100		0.00100	
HV Adjustment Factor	0.98		0.98		0.98	
Entry Flow Rate [veh/h]	22		22		28	
Capacity of Entry and Bypass Lanes [veh/h]	1114		1125		1116	
Pedestrian Impedance	1.00		1.00		1.00	
Capacity per Entry Lane [veh/h]	1093		1103		1094	
X, volume / capacity	0.02		0.02		0.02	

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.06	0.06	0.08
95th-Percentile Queue Length [ft]	1.47	1.46	1.90
Approach Delay [s/veh]	3.46	3.42	3.50
Approach LOS	A	A	A
Intersection Delay [s/veh]	3.46		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 28: "A" Street at Cereal Street

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	"A" Street		Cereal Street		Cereal Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	"A" Street		Cereal Street		Cereal Street	
Base Volume Input [veh/h]	3	8	16	178	97	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	8	16	178	97	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	4	47	26	1
Total Analysis Volume [veh/h]	3	8	17	187	102	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.99	8.63	7.45	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.04	0.04	0.22	0.11	0.00	0.00
95th-Percentile Queue Length [ft]	0.92	0.92	5.52	2.76	0.00	0.00
d_A, Approach Delay [s/veh]	9.00		0.62		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.71					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 29: Lucerne Street at Sylvester Street

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.031

Intersection Setup

Name	Lucerne Street		Lucerne Street		Sylvester Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lucerne Street		Lucerne Street		Sylvester Street	
Base Volume Input [veh/h]	533	32	8	149	11	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	533	32	8	149	11	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	140	8	2	39	3	3
Total Analysis Volume [veh/h]	561	34	8	157	12	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.00	0.03	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	8.71	0.00	14.64	10.23
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.28	0.14	0.10	0.05
95th-Percentile Queue Length [ft]	0.00	0.00	6.90	3.45	2.40	1.20
d_A, Approach Delay [s/veh]	0.00		0.42		12.53	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 30: Stoneman Street at Cereal Street

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.232

Intersection Setup

Name	Stoneman Street		Cereal Street		Cereal Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoneman Street		Cereal Street		Cereal Street	
Base Volume Input [veh/h]	36	111	158	68	95	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	111	158	68	95	74
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	29	42	18	25	19
Total Analysis Volume [veh/h]	38	117	166	72	100	78
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	57	0	22	0	11	33
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	18	0	11	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	63	63	7	73
g / C, Green / Cycle	0.10	0.10	0.70	0.70	0.07	0.81
(v / s)_i Volume / Saturation Flow Rate	0.02	0.07	0.06	0.07	0.06	0.02
s, saturation flow rate [veh/h]	1774	1583	1863	1683	1774	3547
c, Capacity [veh/h]	173	154	1295	1170	132	2886
d1, Uniform Delay [s]	37.49	39.62	4.47	4.50	40.89	1.60
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.63	7.45	0.14	0.17	8.60	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.22	0.76	0.09	0.10	0.76	0.03
d, Delay for Lane Group [s/veh]	38.13	47.07	4.61	4.68	49.48	1.61
Lane Group LOS	D	D	A	A	D	A
Critical Lane Group	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	0.80	2.81	0.65	0.66	2.46	0.08
50th-Percentile Queue Length [ft]	19.88	70.19	16.27	16.53	61.59	1.93
95th-Percentile Queue Length [veh]	1.43	5.05	1.17	1.19	4.43	0.14
95th-Percentile Queue Length [ft]	35.79	126.34	29.28	29.75	110.86	3.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.13	47.07	4.63	4.68	49.48	1.61
Movement LOS	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	44.88		4.64		28.51	
Approach LOS	D		A		C	
d_I, Intersection Delay [s/veh]	23.00					
Intersection LOS	C					
Intersection V/C	0.232					

Sequence

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



Intersection Level Of Service Report**Intersection 1: Railroad Canyon Road at Summerhill Rd/Grape St**

Control Type:	Signalized	Delay (sec / veh):	47.9
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.987

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Base Volume Input [veh/h]	295	1406	333	156	1018	104	226	177	337	313	175	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	295	1406	333	156	1018	104	226	177	337	313	175	279
Peak Hour Factor	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620	0.9620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	365	87	41	265	27	59	46	88	81	45	73
Total Analysis Volume [veh/h]	307	1462	346	162	1058	108	235	184	350	325	182	290
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	8	0	4	0
Auxiliary Signal Groups									5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	7	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	30	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	20	55	0	16	51	0	0	17	17	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	0	0	0	21	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No	No		No	
Maximum Recall	No	No		No	No			No	No		No	
Pedestrian Recall	No	No		No	No			No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	51	51	12	47	47	16	16	36	25	25	25
g / C, Green / Cycle	0.13	0.43	0.43	0.10	0.39	0.39	0.14	0.14	0.30	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.09	0.41	0.22	0.09	0.22	0.22	0.13	0.10	0.22	0.09	0.10	0.18
s, saturation flow rate [veh/h]	3445	3547	1583	1774	3547	1776	1774	1863	1583	3445	1863	1583
c, Capacity [veh/h]	461	1511	675	178	1394	698	240	252	479	706	382	324
d1, Uniform Delay [s]	49.46	33.63	25.30	53.45	28.32	28.33	51.75	49.82	37.52	41.91	42.06	46.47
k, delay calibration	0.11	0.50	0.50	0.33	0.50	0.50	0.40	0.22	0.50	0.11	0.11	0.29
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.67	16.57	2.77	35.48	1.61	3.20	46.82	8.09	9.50	0.47	0.93	19.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.97	0.51	0.91	0.56	0.56	0.98	0.73	0.73	0.46	0.48	0.89
d, Delay for Lane Group [s/veh]	51.12	50.20	28.07	88.93	29.94	31.53	98.58	57.91	47.02	42.38	42.99	65.83
Lane Group LOS	D	D	C	F	C	C	F	E	D	D	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	4.49	23.70	7.72	6.59	8.95	9.28	10.14	5.86	10.41	4.29	4.86	10.13
50th-Percentile Queue Length [ft]	112.23	592.53	192.98	164.79	223.80	231.90	253.55	146.48	260.29	107.16	121.62	253.37
95th-Percentile Queue Length [veh]	7.96	31.69	12.28	10.80	13.86	14.27	15.36	9.83	15.70	7.68	8.48	15.36
95th-Percentile Queue Length [ft]	199.10	792.14	306.90	270.06	346.47	356.77	384.12	245.72	392.59	192.04	212.06	383.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.12	50.20	28.07	88.93	30.36	31.53	98.58	57.91	47.02	42.38	42.99	65.83
Movement LOS	D	D	C	F	C	C	F	E	D	D	D	E
d_A, Approach Delay [s/veh]	46.71			37.60			65.38			51.05		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	47.85											
Intersection LOS	D											
Intersection V/C	0.987											

Sequence

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



Intersection Level Of Service Report
Intersection 2: Railroad Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.750

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	236	1385	0	0	968	717	0	0	0	246	2	606
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	1385	0	0	968	717	0	0	0	246	2	606
Peak Hour Factor	0.9840	0.9840	1.0000	1.0000	0.9840	0.9840	1.0000	1.0000	1.0000	0.9840	0.9840	0.9840
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	352	0	0	246	182	0	0	0	63	1	154
Total Analysis Volume [veh/h]	240	1408	0	0	984	729	0	0	0	250	2	616
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	5	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	12	53	0	0	41	0	0	0	0	0	37	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	C	R		C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	8	59	47	47	47		23	23
g / C, Green / Cycle	0.09	0.65	0.52	0.52	0.52		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.07	0.28	0.31	0.35	0.36		0.14	0.22
s, saturation flow rate [veh/h]	3445	5074	1863	1619	1583		1775	2803
c, Capacity [veh/h]	309	3323	970	843	824		455	718
d1, Uniform Delay [s]	40.10	7.43	14.92	15.98	16.18		29.02	31.91
k, delay calibration	0.11	0.50	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.18	0.40	2.62	4.35	4.76		1.06	3.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

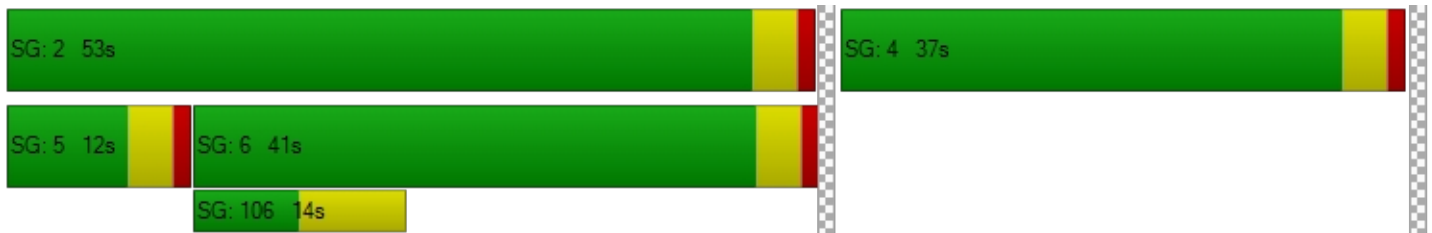
X, volume / capacity	0.78	0.42	0.59	0.68	0.69		0.55	0.86
d, Delay for Lane Group [s/veh]	44.28	7.82	17.54	20.33	20.94		30.07	35.02
Lane Group LOS	D	A	B	C	C		C	D
Critical Lane Group	Yes	No	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh]	2.75	3.85	8.19	9.04	9.21		4.75	6.51
50th-Percentile Queue Length [ft]	68.63	96.35	204.75	225.88	230.18		118.73	162.85
95th-Percentile Queue Length [veh]	4.94	6.94	12.88	13.96	14.18		8.32	10.70
95th-Percentile Queue Length [ft]	123.53	173.42	322.09	349.12	354.58		208.08	267.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.28	7.82	0.00	0.00	17.90	20.81	0.00	0.00	0.00	30.07	30.07	35.02
Movement LOS	D	A			B	C				C	C	D
d_A, Approach Delay [s/veh]	13.13			19.60			0.00			33.58		
Approach LOS	B			B			A			C		
d_I, Intersection Delay [s/veh]	19.95											
Intersection LOS	B											
Intersection V/C	0.750											

Sequence

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



Intersection Level Of Service Report
Intersection 3: Diamond Drive at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.747

Intersection Setup

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	649	110	316	865	0	1030	0	295	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	649	110	316	865	0	1030	0	295	0	0	0
Peak Hour Factor	1.0000	0.9630	0.9630	0.9630	0.9630	1.0000	0.9630	0.9630	0.9630	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	168	29	82	225	0	267	0	77	0	0	0
Total Analysis Volume [veh/h]	0	674	114	328	898	0	1070	0	306	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	36	47	0	0	43	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	14	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	27	27	19	50	32	32	32	
g / C, Green / Cycle	0.30	0.30	0.21	0.56	0.35	0.35	0.35	
(v / s)_i Volume / Saturation Flow Rate	0.15	0.15	0.18	0.25	0.31	0.10	0.10	
s, saturation flow rate [veh/h]	3547	1730	1774	3547	3445	1583	1583	
c, Capacity [veh/h]	1075	524	372	1975	1221	561	561	
d1, Uniform Delay [s]	25.67	25.79	34.52	11.84	27.23	20.78	20.78	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.59	3.40	6.97	0.76	2.18	0.26	0.26	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.49	0.50	0.88	0.45	0.88	0.27	0.27	
d, Delay for Lane Group [s/veh]	27.26	29.18	41.49	12.60	29.41	21.04	21.04	
Lane Group LOS	C	C	D	B	C	C	C	
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	
50th-Percentile Queue Length [veh]	4.72	5.00	7.52	5.13	10.66	2.29	2.29	
50th-Percentile Queue Length [ft]	118.00	124.91	187.89	128.36	266.60	57.18	57.18	
95th-Percentile Queue Length [veh]	8.28	8.66	12.01	8.85	16.02	4.12	4.12	
95th-Percentile Queue Length [ft]	207.07	216.56	300.30	221.26	400.49	102.93	102.93	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	27.69	29.18	41.49	12.60	0.00	29.41	21.04	21.04	0.00	0.00	0.00
Movement LOS		C	C	D	B		C	C	C			
d_A, Approach Delay [s/veh]	27.90			20.33			27.55			0.00		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	25.02											
Intersection LOS	C											
Intersection V/C	0.747											

Sequence

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



Intersection Level Of Service Report
Intersection 4: Diamond Drive at Auto Center Dr/Casino Dr

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Base Volume Input [veh/h]	38	395	12	233	677	245	194	128	64	31	98	145
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	395	12	233	677	245	194	128	64	31	98	145
Peak Hour Factor	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	100	3	59	172	62	49	33	16	8	25	37
Total Analysis Volume [veh/h]	39	401	12	237	688	249	197	130	65	32	100	147
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	29	0	22	40	0	0	39	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	28	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	43	43	8	47	47	26	26	26	26	26	26
g / C, Green / Cycle	0.05	0.48	0.48	0.09	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.02	0.08	0.08	0.07	0.26	0.26	0.17	0.05	0.06	0.03	0.05	0.09
s, saturation flow rate [veh/h]	1774	3547	1835	3445	1863	1696	1128	1863	1660	1183	1863	1583
c, Capacity [veh/h]	86	1698	879	324	977	889	307	547	488	353	547	465
d1, Uniform Delay [s]	41.66	13.24	13.24	39.67	13.81	13.83	34.82	23.73	23.79	27.37	23.71	24.74
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.69	0.20	0.39	3.19	1.84	2.03	2.25	0.16	0.19	0.11	0.16	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.16	0.16	0.73	0.50	0.50	0.64	0.18	0.19	0.09	0.18	0.32
d, Delay for Lane Group [s/veh]	45.34	13.44	13.64	42.86	15.65	15.86	37.07	23.89	23.98	27.48	23.87	25.12
Lane Group LOS	D	B	B	D	B	B	D	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	0.92	1.54	1.65	2.66	6.47	5.97	4.27	1.61	1.50	0.55	1.59	2.44
50th-Percentile Queue Length [ft]	23.04	38.44	41.25	66.47	161.86	149.29	106.84	40.14	37.38	13.72	39.64	61.11
95th-Percentile Queue Length [veh]	1.66	2.77	2.97	4.79	10.65	9.98	7.66	2.89	2.69	0.99	2.85	4.40
95th-Percentile Queue Length [ft]	41.48	69.20	74.25	119.65	266.18	249.48	191.60	72.26	67.28	24.69	71.36	110.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.34	13.50	13.64	42.86	15.71	15.86	37.07	23.91	23.98	27.48	23.87	25.12
Movement LOS	D	B	B	D	B	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	16.25			21.22			30.53			24.95		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	22.29											
Intersection LOS	C											
Intersection V/C	0.531											

Sequence

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



Intersection Level Of Service Report

Intersection 5: Lucerne Street at Lakeshore Drive

Control Type:	Two-way stop	Delay (sec / veh):	377.0
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.544

Intersection Setup

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Base Volume Input [veh/h]	191	50	347	449	59	524
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	191	50	347	449	59	524
Peak Hour Factor	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	14	100	129	17	150
Total Analysis Volume [veh/h]	219	57	398	515	68	602
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.54	0.12	0.00	0.01	0.09	0.01
d_M, Delay for Movement [s/veh]	377.04	359.40	0.00	0.00	10.31	0.00
Movement LOS	F	F	A	A	B	A
95th-Percentile Queue Length [veh]	19.19	19.19	0.00	0.00	0.30	0.00
95th-Percentile Queue Length [ft]	479.64	479.64	0.00	0.00	7.49	0.00
d_A, Approach Delay [s/veh]	373.40		0.00		1.05	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	55.81					
Intersection LOS	F					

Intersection Level Of Service Report**Intersection 6: Diamond Drive at Lakeshore Drive/Mission Trail**

Control Type:	Signalized	Delay (sec / veh):	68.7
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

Intersection Setup

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Base Volume Input [veh/h]	55	66	206	443	73	392	426	386	36	218	287	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	66	206	443	73	392	426	386	36	218	287	121
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	17	54	116	19	102	111	101	9	57	75	32
Total Analysis Volume [veh/h]	57	69	215	462	76	409	445	403	38	228	300	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	32	0	18	39	0	31	32	0	38	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	18	0	0	21	0	0	28	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	50	50	14	58	58	27	22	22	18	13	13
g / C, Green / Cycle	0.05	0.42	0.42	0.12	0.48	0.48	0.22	0.19	0.19	0.15	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.03	0.02	0.14	0.13	0.04	0.26	0.25	0.12	0.12	0.13	0.08	0.08
s, saturation flow rate [veh/h]	1774	3547	1583	3445	1863	1583	1774	1863	1807	1774	3547	1583
c, Capacity [veh/h]	89	1480	661	404	901	766	399	346	336	260	381	170
d1, Uniform Delay [s]	55.93	20.79	23.59	53.00	16.67	21.55	46.53	45.24	45.25	50.16	52.25	51.97
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.31	0.06	1.31	72.24	0.18	2.66	80.00	2.04	2.10	9.09	3.65	6.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

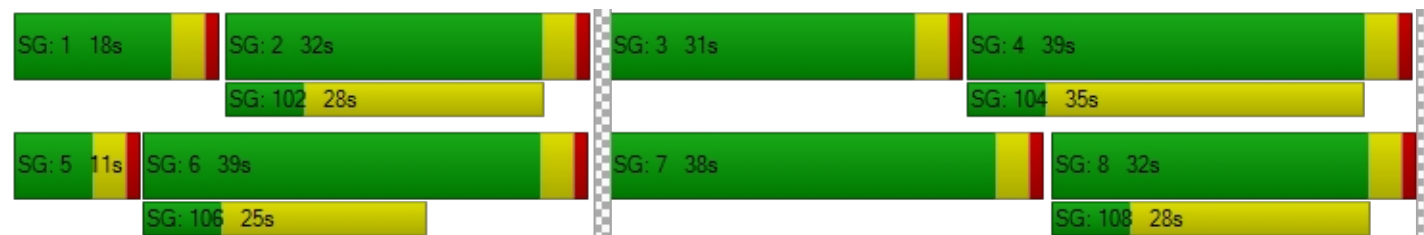
X, volume / capacity	0.64	0.05	0.33	1.14	0.08	0.53	1.11	0.65	0.65	0.88	0.79	0.74
d, Delay for Lane Group [s/veh]	63.24	20.85	24.90	125.24	16.85	24.21	126.53	47.28	47.35	59.25	55.90	58.18
Lane Group LOS	E	C	C	F	B	C	F	D	D	E	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh]	1.88	0.59	4.35	10.12	1.18	8.45	20.69	6.37	6.19	7.35	4.60	3.97
50th-Percentile Queue Length [ft]	46.93	14.85	108.83	252.96	29.48	211.31	517.30	159.23	154.65	183.69	114.96	99.35
95th-Percentile Queue Length [veh]	3.38	1.07	7.77	16.18	2.12	13.22	29.91	10.51	10.26	11.79	8.12	7.15
95th-Percentile Queue Length [ft]	84.47	26.73	194.37	404.56	53.07	330.51	747.68	262.70	256.62	294.83	202.88	178.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.24	20.85	24.90	125.24	16.85	24.21	126.53	47.31	47.35	59.25	55.90	58.18
Movement LOS	E	C	C	F	B	C	F	D	D	E	E	E
d_A, Approach Delay [s/veh]	30.49			72.91			87.10			57.51		
Approach LOS	C			E			F			E		
d_I, Intersection Delay [s/veh]	68.68											
Intersection LOS	E											
Intersection V/C	0.722											

Sequence

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



Intersection Level Of Service Report

Intersection 7: Diamond Drive at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Diamond Drive		Diamond Drive		Campbell Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Diamond Drive		Diamond Drive		Campbell Street	
Base Volume Input [veh/h]	204	18	40	236	7	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	18	40	236	7	60
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	5	11	65	2	17
Total Analysis Volume [veh/h]	225	20	44	260	8	66
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.02	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	7.83	0.00	12.37	9.39
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.10	0.00	0.29	0.29
95th-Percentile Queue Length [ft]	0.00	0.00	2.59	0.00	7.25	7.25
d_A, Approach Delay [s/veh]	0.00		1.13		9.71	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.71					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 8: Mission Trail at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	29.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Base Volume Input [veh/h]	7	481	9	32	543	24	21	7	16	4	2	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	481	9	32	543	24	21	7	16	4	2	9
Peak Hour Factor	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060	0.9060
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	133	2	9	150	7	6	2	4	1	1	2
Total Analysis Volume [veh/h]	8	531	10	35	599	26	23	8	18	4	2	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.03	0.01	0.00	0.12	0.05	0.03	0.02	0.01	0.01
d_M, Delay for Movement [s/veh]	8.81	0.00	0.00	8.64	0.00	0.00	26.43	29.85	13.53	23.21	27.32	10.44
Movement LOS	A	A	A	A	A	A	D	D	B	C	D	B
95th-Percentile Queue Length [veh]	0.03	0.00	0.00	0.11	0.00	0.00	0.69	0.69	0.69	0.14	0.14	0.14
95th-Percentile Queue Length [ft]	0.64	0.00	0.00	2.65	0.00	0.00	17.18	17.18	17.18	3.57	3.57	3.57
d_A, Approach Delay [s/veh]	0.13			0.46			22.25			15.74		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	1.35											
Intersection LOS	D											

Intersection Level Of Service Report

Intersection 9: Diamond Drive at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	16.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.174

Intersection Setup

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	4	130	50	14	152	124	9	63	6	46	44	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	130	50	14	152	124	9	63	6	46	44	22
Peak Hour Factor	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	38	15	4	44	36	3	18	2	13	13	6
Total Analysis Volume [veh/h]	5	152	59	16	178	145	11	74	7	54	52	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	29	0	11	29	29	15	34	0	16	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	18	0	18	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	60	60	2	62	68	2	6	6	5	10	10
g / C, Green / Cycle	0.01	0.67	0.67	0.03	0.69	0.75	0.02	0.07	0.07	0.06	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.00	0.06	0.06	0.01	0.05	0.09	0.01	0.02	0.02	0.03	0.02	0.02
s, saturation flow rate [veh/h]	1774	1863	1692	1774	3547	1583	1774	1863	1807	1774	1863	1664
c, Capacity [veh/h]	19	1244	1130	48	2428	1186	36	128	124	105	200	179
d1, Uniform Delay [s]	44.27	5.28	5.30	43.07	4.73	3.13	43.56	39.98	40.00	41.19	36.70	36.76
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.21	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.48	0.14	0.16	3.99	0.06	0.09	4.78	1.41	1.50	3.90	0.48	0.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

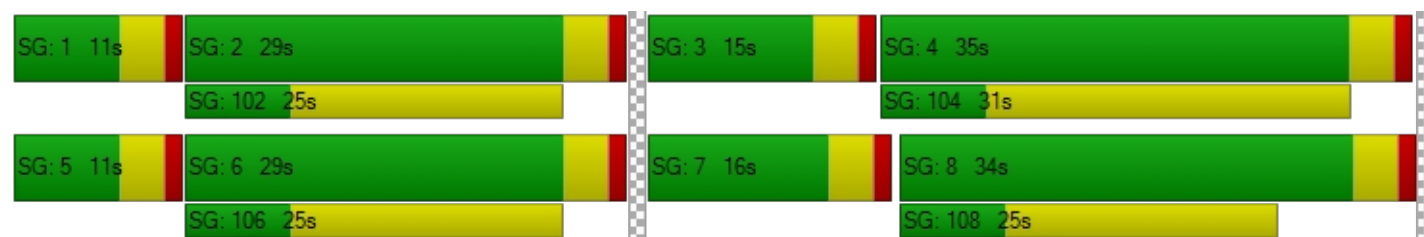
X, volume / capacity	0.27	0.09	0.09	0.33	0.07	0.12	0.31	0.32	0.33	0.52	0.20	0.21
d, Delay for Lane Group [s/veh]	51.76	5.42	5.46	47.06	4.79	3.22	48.35	41.39	41.51	45.09	37.17	37.36
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	0.15	0.66	0.64	0.40	0.49	0.57	0.29	0.90	0.90	1.27	0.81	0.79
50th-Percentile Queue Length [ft]	3.71	16.55	16.09	10.00	12.14	14.20	7.18	22.46	22.40	31.63	20.34	19.87
95th-Percentile Queue Length [veh]	0.27	1.19	1.16	0.72	0.87	1.02	0.52	1.62	1.61	2.28	1.46	1.43
95th-Percentile Queue Length [ft]	6.68	29.78	28.96	18.00	21.85	25.57	12.92	40.43	40.32	56.94	36.61	35.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.76	5.43	5.46	47.06	4.79	3.22	48.35	41.44	41.51	45.09	37.22	37.36
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	6.51			6.11			42.27			40.47		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	16.31											
Intersection LOS	B											
Intersection V/C	0.174											

Sequence

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



Intersection Level Of Service Report
Intersection 10: Mission Trail at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	30.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	246	343	69	20	340	14	39	17	247	85	26	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	343	69	20	340	14	39	17	247	85	26	25
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	91	18	5	91	4	10	5	66	23	7	7
Total Analysis Volume [veh/h]	262	366	74	21	362	15	42	18	263	91	28	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	21	35	0	15	29	0	11	29	0	11	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	18	0	0	0	0	0	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	48	48	3	35	35	5	17	17	6	19	19
g / C, Green / Cycle	0.17	0.53	0.53	0.03	0.39	0.39	0.05	0.19	0.19	0.07	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.15	0.12	0.12	0.01	0.10	0.10	0.02	0.01	0.17	0.05	0.02	0.02
s, saturation flow rate [veh/h]	1774	1863	1756	1774	1863	1837	1774	1863	1583	1774	1863	1583
c, Capacity [veh/h]	300	984	928	59	732	721	92	354	301	126	389	331
d1, Uniform Delay [s]	36.54	11.41	11.42	42.65	18.51	18.52	41.51	29.87	35.48	41.03	28.65	28.70
k, delay calibration	0.27	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.14	0.12	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.03	0.54	0.58	3.61	0.86	0.87	3.48	0.06	10.11	8.34	0.08	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

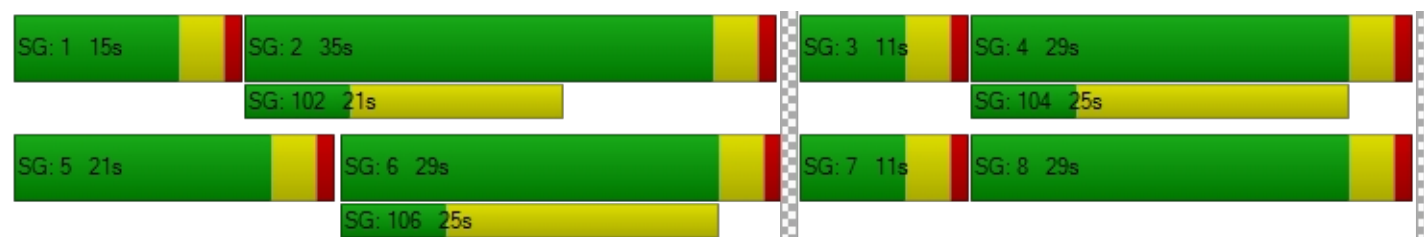
X, volume / capacity	0.87	0.23	0.23	0.36	0.26	0.26	0.46	0.05	0.87	0.72	0.07	0.08
d, Delay for Lane Group [s/veh]	53.57	11.95	12.00	46.26	19.37	19.40	44.99	29.93	45.59	49.37	28.72	28.81
Lane Group LOS	D	B	B	D	B	B	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	6.93	2.43	2.31	0.51	2.76	2.74	0.99	0.32	6.33	2.25	0.49	0.47
50th-Percentile Queue Length [ft]	173.22	60.84	57.85	12.81	69.08	68.55	24.66	8.05	158.26	56.16	12.23	11.86
95th-Percentile Queue Length [veh]	11.25	4.38	4.17	0.92	4.97	4.94	1.78	0.58	10.46	4.04	0.88	0.85
95th-Percentile Queue Length [ft]	281.14	109.52	104.13	23.05	124.34	123.40	44.39	14.49	261.41	101.09	22.02	21.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.57	11.97	12.00	46.26	19.38	19.40	44.99	29.93	45.59	49.37	28.72	28.81
Movement LOS	D	B	B	D	B	B	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	27.50			20.80			44.64			41.61		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.64											
Intersection LOS	C											
Intersection V/C	0.568											

Sequence

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



Intersection Level Of Service Report
Intersection 11: Mission Trail at Olive Street

Control Type:	Signalized	Delay (sec / veh):	10.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.324

Intersection Setup

Name	Mission Trail			Mission Trail			Olive Street			Olive Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			Yes		

Volumes

Name	Mission Trail			Mission Trail			Olive Street			Olive Street		
Base Volume Input [veh/h]	18	590	81	32	623	26	30	10	18	75	21	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	590	81	32	623	26	30	10	18	75	21	33
Peak Hour Factor	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	161	22	9	170	7	8	3	5	21	6	9
Total Analysis Volume [veh/h]	20	646	89	35	682	28	33	11	20	82	23	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	31	0	11	31	0	0	48	0	0	48	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	18	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	63	63	4	64	64	11	11	11	11
g / C, Green / Cycle	0.03	0.70	0.70	0.05	0.71	0.71	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.01	0.20	0.20	0.02	0.19	0.19	0.02	0.02	0.06	0.04
s, saturation flow rate [veh/h]	1774	1863	1785	1774	1863	1837	1338	1672	1373	1682
c, Capacity [veh/h]	55	1302	1248	81	1330	1312	166	204	190	205
d1, Uniform Delay [s]	42.75	5.10	5.10	41.81	4.56	4.56	40.37	35.36	40.51	35.97
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.01	0.56	0.58	3.60	0.50	0.50	0.58	0.34	1.55	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.29	0.29	0.43	0.27	0.27	0.20	0.15	0.43	0.29
d, Delay for Lane Group [s/veh]	46.76	5.66	5.68	45.42	5.05	5.06	40.95	35.71	42.06	36.74
Lane Group LOS	D	A	A	D	A	A	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh]	0.49	2.38	2.29	0.83	2.07	2.05	0.72	0.62	1.84	1.21
50th-Percentile Queue Length [ft]	12.32	59.48	57.36	20.75	51.78	51.18	18.00	15.54	45.89	30.24
95th-Percentile Queue Length [veh]	0.89	4.28	4.13	1.49	3.73	3.68	1.30	1.12	3.30	2.18
95th-Percentile Queue Length [ft]	22.18	107.07	103.24	37.35	93.21	92.12	32.41	27.97	82.60	54.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.76	5.67	5.68	45.42	5.06	5.06	40.95	35.71	35.71	42.06	36.74	36.74
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	6.76			6.95			38.41			39.83		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.77											
Intersection LOS	B											
Intersection V/C	0.324											

Sequence

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



Intersection Level Of Service Report

Intersection 12: Mission Trail at Victorian Lane

Control Type:	Two-way stop	Delay (sec / veh):	46.6
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

Name	Mission Trail			Mission Trail			Victoria Lane			Victoria Lane		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Mission Trail			Mission Trail			Victoria Lane			Victoria Lane		
Base Volume Input [veh/h]	11	644	5	3	702	8	11	8	19	1	24	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	644	5	3	702	8	11	8	19	1	24	1
Peak Hour Factor	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	178	1	1	194	2	3	2	5	0	7	0
Total Analysis Volume [veh/h]	12	712	6	3	777	9	12	9	21	1	27	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00	0.10	0.08	0.03	0.01	0.24	0.00
d_M, Delay for Movement [s/veh]	9.41	0.00	0.00	9.11	0.00	0.00	40.99	41.81	16.02	40.63	46.60	20.44
Movement LOS	A	A	A	A	A	A	E	E	C	E	E	C
95th-Percentile Queue Length [veh]	2.27	1.14	0.00	2.35	1.18	0.00	0.80	0.80	0.80	0.91	0.91	0.91
95th-Percentile Queue Length [ft]	56.81	28.40	0.00	58.79	29.40	0.00	19.95	19.95	19.95	22.76	22.76	22.76
d_A, Approach Delay [s/veh]	0.15			0.03			28.68			45.49		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	1.68											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 13: Mission Trail at Lemon Street

Control Type:	Signalized	Delay (sec / veh):	8.7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

Intersection Setup

Name	Mission Trail		Mission Trail		Lemon Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Lemon Street	
Base Volume Input [veh/h]	624	114	57	660	70	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	624	114	57	660	70	53
Peak Hour Factor	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	175	32	16	185	20	15
Total Analysis Volume [veh/h]	700	128	64	740	78	59
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	18	0	11	29	61	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	0	0
Pedestrian Clearance [s]	7	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	63	63	6	73	9
g / C, Green / Cycle	0.70	0.70	0.06	0.81	0.10
(v / s)_i Volume / Saturation Flow Rate	0.20	0.08	0.04	0.21	0.08
s, saturation flow rate [veh/h]	3547	1583	1774	3547	1687
c, Capacity [veh/h]	2486	1110	112	2868	173
d1, Uniform Delay [s]	5.02	4.38	40.99	2.08	39.47
k, delay calibration	0.50	0.50	0.11	0.50	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	0.21	4.51	0.22	7.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.12	0.57	0.26	0.79
d, Delay for Lane Group [s/veh]	5.30	4.59	45.50	2.30	47.37
Lane Group LOS	A	A	D	A	D
Critical Lane Group	Yes	No	Yes	No	Yes
50th-Percentile Queue Length [veh]	2.09	0.70	1.51	0.97	3.30
50th-Percentile Queue Length [ft]	52.29	17.54	37.63	24.31	82.43
95th-Percentile Queue Length [veh]	3.76	1.26	2.71	1.75	5.93
95th-Percentile Queue Length [ft]	94.11	31.58	67.74	43.76	148.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.30	4.59	45.50	2.30	47.37	47.37
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	5.19		5.74		47.37	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	8.71					
Intersection LOS	A					
Intersection V/C	0.363					

Sequence

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



Intersection Level Of Service Report
Intersection 14: Mission Trail at Corydon Road

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.706

Intersection Setup

Name	Mission Trail		Mission Trail		Corydon Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Corydon Road	
Base Volume Input [veh/h]	460	402	304	416	341	393
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	460	402	304	416	341	393
Peak Hour Factor	0.9030	0.9030	0.9030	0.9030	0.9030	0.9030
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	127	111	84	115	94	109
Total Analysis Volume [veh/h]	509	445	337	461	378	435
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Permissive	Overlap
Signal group	5	2	6	6	3	8
Auxiliary Signal Groups				3,6		5,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	47	76	29	29	29	29
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	7	0
Pedestrian Clearance [s]	0	0	18	18	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	33	77	39	64	20	58
g / C, Green / Cycle	0.32	0.73	0.38	0.61	0.19	0.55
(v / s)_i Volume / Saturation Flow Rate	0.29	0.13	0.10	0.29	0.11	0.16
s, saturation flow rate [veh/h]	1774	3547	3547	1583	3445	2802
c, Capacity [veh/h]	560	2585	1330	963	672	1538
d1, Uniform Delay [s]	34.47	4.41	22.66	11.38	38.22	12.65
k, delay calibration	0.24	0.50	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.94	0.14	0.46	1.71	0.74	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.17	0.25	0.48	0.56	0.28
d, Delay for Lane Group [s/veh]	46.40	4.56	23.11	13.08	38.96	12.75
Lane Group LOS	D	A	C	B	D	B
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	14.04	1.33	2.94	6.02	4.44	2.67
50th-Percentile Queue Length [ft]	351.06	33.24	73.53	150.38	111.05	66.68
95th-Percentile Queue Length [veh]	20.19	2.39	5.29	10.04	7.90	4.80
95th-Percentile Queue Length [ft]	504.70	59.82	132.36	250.94	197.46	120.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.40	4.56	23.11	13.08	38.96	12.75
Movement LOS	D	A	C	B	D	B
d_A, Approach Delay [s/veh]	26.88		17.32		24.94	
Approach LOS	C		B		C	
d_I, Intersection Delay [s/veh]	23.29					
Intersection LOS	C					
Intersection V/C	0.706					

Sequence

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



Intersection Level Of Service Report
Intersection 15: Corydon Road at Cereal Street

Control Type:	Two-way stop	Delay (sec / veh):	24.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.345

Intersection Setup

Name	Corydon Road		Corydon Road		Cereal Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Corydon Road		Corydon Road		Cereal Street	
Base Volume Input [veh/h]	39	579	688	165	96	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	579	688	165	96	25
Peak Hour Factor	0.9160	0.9160	0.9160	0.9160	0.9160	0.9160
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	158	188	45	26	7
Total Analysis Volume [veh/h]	43	632	751	180	105	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.01	0.00	0.34	0.07
d_M, Delay for Movement [s/veh]	10.20	0.00	0.00	0.00	24.81	22.86
Movement LOS	B	A	A	A	C	C
95th-Percentile Queue Length [veh]	0.19	0.00	0.00	0.00	1.99	1.99
95th-Percentile Queue Length [ft]	4.65	0.00	0.00	0.00	49.72	49.72
d_A, Approach Delay [s/veh]	0.65		0.00		24.41	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.11					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 16: Mission Trail at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	24.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	283	88	374	251	0	0	0	0	119	0	440
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	283	88	374	251	0	0	0	0	119	0	440
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	1.0000	0.9490
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	75	23	99	66	0	0	0	0	31	0	116
Total Analysis Volume [veh/h]	0	298	93	394	264	0	0	0	0	125	0	464
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	7	0	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	7	0	7
Maximum Green [s]	30	30	0	30	30	0	0	30	0	30	0	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0
Split [s]	11	25	0	18	32	0	0	11	0	36	0	47
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
Walk [s]	0	7	0	0	0	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	21	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Recall	No	No		No	No			No		No		No
Maximum Recall	No	No		No	No			No		No		No
Pedestrian Recall	No	No		No	No			No		No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	0	41	41	14	55	55	11	8	42
g / C, Green / Cycle	0.00	0.45	0.45	0.16	0.61	0.61	0.13	0.09	0.46
(v / s)_i Volume / Saturation Flow Rate	0.00	0.11	0.11	0.11	0.07	0.07	0.00	0.07	0.29
s, saturation flow rate [veh/h]	1774	1863	1715	3445	1863	1863	1863	1774	1583
c, Capacity [veh/h]	2	837	771	537	1125	1125	275	162	731
d1, Uniform Delay [s]	0.00	15.31	15.37	36.27	7.60	7.60	0.00	40.07	18.48
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.68	0.76	1.96	0.21	0.21	0.00	7.64	4.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.24	0.25	0.73	0.12	0.12	0.00	0.77	0.63
d, Delay for Lane Group [s/veh]	0.00	15.99	16.13	38.23	7.82	7.82	0.00	47.71	22.65
Lane Group LOS	A	B	B	D	A	A	A	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.00	2.61	2.49	4.20	1.06	1.06	0.00	3.02	7.80
50th-Percentile Queue Length [ft]	0.00	65.14	62.29	105.10	26.52	26.52	0.00	75.39	195.08
95th-Percentile Queue Length [veh]	0.00	4.69	4.48	7.57	1.91	1.91	0.00	5.43	12.38
95th-Percentile Queue Length [ft]	0.00	117.26	112.11	189.17	47.73	47.73	0.00	135.71	309.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	16.04	16.13	38.23	7.82	7.82	0.00	0.00	0.00	47.71	0.00	22.65
Movement LOS	A	B	B	D	A	A	A	A	A	D		C
d_A, Approach Delay [s/veh]	16.06			26.03			0.00			27.97		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	24.35											
Intersection LOS	C											
Intersection V/C	0.567											

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Street at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	130.6
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	12.854

Intersection Setup

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	23	65	183	143	34	15	32	502	19	188	619	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	65	183	143	34	15	32	502	19	188	619	238
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	17	47	37	9	4	8	130	5	49	160	61
Total Analysis Volume [veh/h]	24	67	189	148	35	15	33	518	20	194	639	246
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	57	0	0	57	0	11	22	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	11	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	53	53	4	18	18	7	21	21
g / C, Green / Cycle	0.59	0.59	0.59	0.59	0.04	0.20	0.20	0.08	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.46	0.12	10.87	0.01	0.02	0.15	0.15	0.11	0.25	0.25
s, saturation flow rate [veh/h]	196	1583	17	1583	1774	1863	1838	1774	1863	1689
c, Capacity [veh/h]	166	932	82	932	78	368	364	142	437	396
d1, Uniform Delay [s]	20.49	8.65	38.72	7.69	41.93	33.88	33.89	41.39	34.45	34.45
k, delay calibration	0.31	0.11	0.50	0.11	0.11	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.83	0.11	588.37	0.01	3.67	12.24	12.47	201.35	60.67	63.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

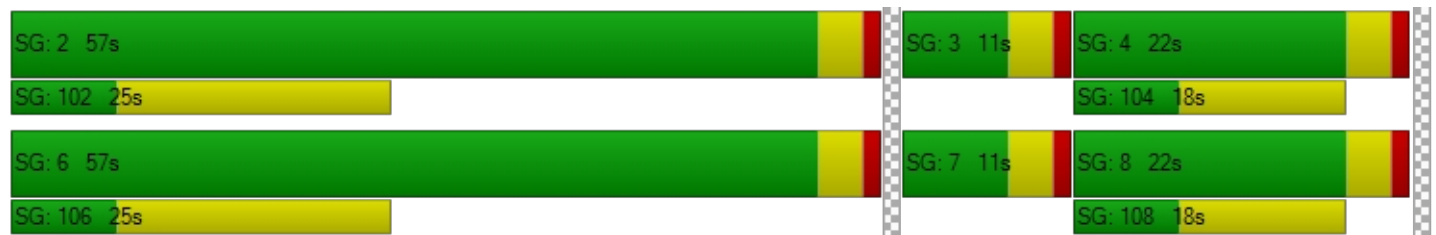
X, volume / capacity	0.55	0.20	2.22	0.02	0.43	0.73	0.74	1.36	1.06	1.06
d, Delay for Lane Group [s/veh]	28.32	8.76	627.09	7.70	45.60	46.11	46.36	242.74	95.12	97.62
Lane Group LOS	C	A	F	A	D	D	D	F	F	F
Critical Lane Group	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.56	1.62	15.26	0.11	0.79	6.68	6.63	11.09	16.63	15.35
50th-Percentile Queue Length [ft]	38.99	40.38	381.57	2.84	19.65	166.94	165.71	277.13	415.76	383.78
95th-Percentile Queue Length [veh]	2.81	2.91	27.47	0.20	1.41	10.92	10.85	18.22	24.14	22.55
95th-Percentile Queue Length [ft]	70.19	72.68	686.83	5.12	35.37	272.89	271.27	455.42	603.44	563.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.32	28.32	8.76	627.09	627.09	7.70	45.60	46.23	46.36	242.74	95.81	97.62
Movement LOS	C	C	A	F	F	A	D	D	D	F	F	F
d_A, Approach Delay [s/veh]	15.11			580.17			46.20			122.64		
Approach LOS	B			F			D			F		
d_I, Intersection Delay [s/veh]	130.55											
Intersection LOS	F											
Intersection V/C	12.854											

Sequence

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



Intersection Level Of Service Report
Intersection 18: I-15 SB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	23.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

Intersection Setup

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	0	0	377	2	331	0	494	362	236	775	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	377	2	331	0	494	362	236	775	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9750	0.9750	0.9750	1.0000	0.9750	0.9750	0.9750	0.9750	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	97	1	85	0	127	93	61	199	0
Total Analysis Volume [veh/h]	0	0	0	387	2	339	0	507	371	242	795	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	7	0	0	7	0	7	7	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	64	0	0	15	0	11	26	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	4	0	0	7	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	C	C	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		23	23	41	41	14	59
g / C, Green / Cycle		0.25	0.25	0.45	0.45	0.16	0.66
(v / s)_i Volume / Saturation Flow Rate		0.22	0.22	0.24	0.27	0.14	0.22
s, saturation flow rate [veh/h]		1774	1585	1863	1621	1774	3547
c, Capacity [veh/h]		449	401	843	733	286	2334
d1, Uniform Delay [s]		32.12	31.99	17.66	18.51	36.70	6.79
k, delay calibration		0.11	0.11	0.50	0.50	0.11	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		4.99	5.10	2.30	3.59	6.86	0.40
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

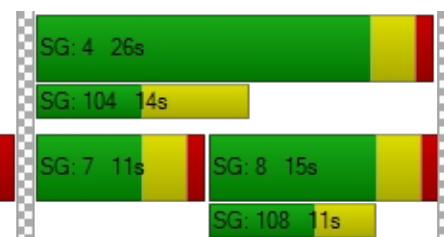
X, volume / capacity		0.86	0.85	0.52	0.60	0.85	0.34
d, Delay for Lane Group [s/veh]		37.10	37.09	19.95	22.10	43.55	7.19
Lane Group LOS		D	D	B	C	D	A
Critical Lane Group		Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]		8.44	7.43	6.74	7.23	5.62	3.03
50th-Percentile Queue Length [ft]		211.01	185.78	168.50	180.80	140.41	75.80
95th-Percentile Queue Length [veh]		13.20	11.90	11.00	11.64	9.50	5.46
95th-Percentile Queue Length [ft]		330.12	297.54	274.95	291.06	237.58	136.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	37.10	37.09	37.09	0.00	20.24	22.10	43.55	7.19	0.00
Movement LOS				D	D	D		C	C	D	A	
d_A, Approach Delay [s/veh]	0.00			37.10			21.02			15.67		
Approach LOS	A			D			C			B		
d_I, Intersection Delay [s/veh]	23.35											
Intersection LOS	C											
Intersection V/C	0.722											

Sequence

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



Intersection Level Of Service Report
Intersection 19: I-15 NB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	513	4	525	0	0	0	194	674	0	0	486	185
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	513	4	525	0	0	0	194	674	0	0	486	185
Peak Hour Factor	0.9920	0.9920	0.9920	1.0000	1.0000	1.0000	0.9920	0.9920	1.0000	1.0000	0.9920	0.9920
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	1	132	0	0	0	49	170	0	0	122	47
Total Analysis Volume [veh/h]	517	4	529	0	0	0	196	679	0	0	490	186
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	0	0	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	64	0	0	0	0	11	26	0	0	15	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	7	0	0	4	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34		12	48	32	32
g / C, Green / Cycle	0.37	0.37		0.13	0.54	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.29	0.34		0.11	0.19	0.18	0.20
s, saturation flow rate [veh/h]	1774	1585		1774	3547	1863	1698
c, Capacity [veh/h]	665	594		238	1903	667	608
d1, Uniform Delay [s]	24.85	26.53		37.96	11.96	22.66	23.16
k, delay calibration	0.11	0.11		0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.01	5.16		7.07	0.52	2.74	3.64
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

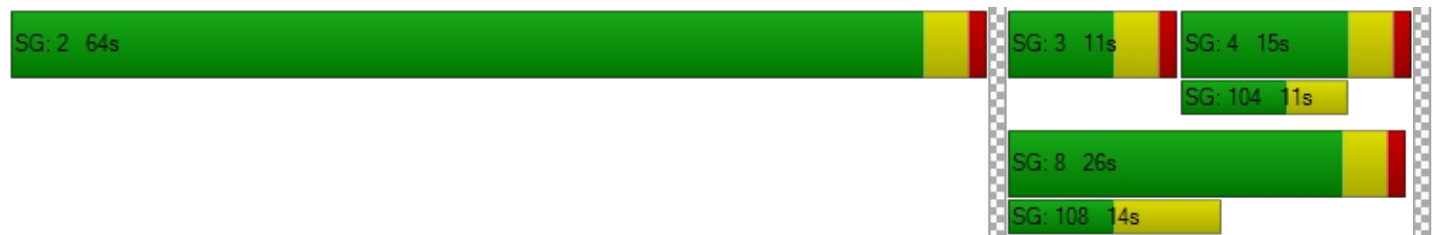
X, volume / capacity	0.78	0.90		0.82	0.36	0.51	0.56
d, Delay for Lane Group [s/veh]	26.86	31.69		45.04	12.49	25.40	26.80
Lane Group LOS	C	C		D	B	C	C
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh]	9.68	11.10		4.60	3.79	5.94	6.17
50th-Percentile Queue Length [ft]	241.97	277.38		115.12	94.82	148.50	154.18
95th-Percentile Queue Length [veh]	14.78	16.56		8.12	6.83	9.94	10.24
95th-Percentile Queue Length [ft]	369.52	413.95		203.10	170.68	248.43	255.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.86	31.69	31.69	0.00	0.00	0.00	45.04	12.49	0.00	0.00	25.83	26.80
Movement LOS	C	C	C				D	B			C	C
d_A, Approach Delay [s/veh]	29.31			0.00			19.78			26.10		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	25.27											
Intersection LOS	C											
Intersection V/C	0.745											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 20: Corydon Road at Palomar Street

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.391

Intersection Setup

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Base Volume Input [veh/h]	6	388	34	38	349	120	105	22	8	52	45	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	388	34	38	349	120	105	22	8	52	45	54
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	106	9	10	95	33	29	6	2	14	12	15
Total Analysis Volume [veh/h]	7	422	37	41	380	131	114	24	9	57	49	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	47	0	11	47	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	18	0	0	14	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	56	56	5	60	60	17	17	17	17	17
g / C, Green / Cycle	0.01	0.63	0.63	0.05	0.66	0.66	0.19	0.19	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.00	0.23	0.02	0.02	0.14	0.14	0.09	0.01	0.01	0.04	0.06
s, saturation flow rate [veh/h]	1774	1863	1583	1774	1863	1703	1280	1863	1583	1381	1699
c, Capacity [veh/h]	23	1168	993	90	1238	1132	217	352	299	290	321
d1, Uniform Delay [s]	44.01	8.09	6.40	41.54	5.90	5.92	39.42	29.99	29.78	33.78	31.62
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.01	0.87	0.07	3.62	0.40	0.44	1.97	0.08	0.04	0.33	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.36	0.04	0.46	0.21	0.22	0.53	0.07	0.03	0.20	0.34
d, Delay for Lane Group [s/veh]	51.02	8.95	6.47	45.16	6.30	6.36	41.39	30.07	29.82	34.11	32.23
Lane Group LOS	D	A	A	D	A	A	D	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh]	0.20	3.79	0.26	0.97	1.83	1.72	2.55	0.43	0.16	1.12	2.06
50th-Percentile Queue Length [ft]	4.96	94.81	6.58	24.14	45.86	43.02	63.80	10.77	4.02	27.89	51.50
95th-Percentile Queue Length [veh]	0.36	6.83	0.47	1.74	3.30	3.10	4.59	0.78	0.29	2.01	3.71
95th-Percentile Queue Length [ft]	8.94	170.65	11.84	43.45	82.55	77.44	114.84	19.38	7.23	50.21	92.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.02	8.95	6.47	45.16	6.32	6.36	41.39	30.07	29.82	34.11	32.23	32.23
Movement LOS	D	A	A	D	A	A	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.39			9.21			38.84			32.88		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	15.49											
Intersection LOS	B											
Intersection V/C	0.391											

Sequence

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



Intersection Level Of Service Report

Intersection 21: Mission Trail at Palomar Street

Control Type:	Two-way stop	Delay (sec / veh):	16.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.239

Intersection Setup

Name	Palomar Street		Mission Trail		Palomar Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Palomar Street		Mission Trail		Palomar Street	
Base Volume Input [veh/h]	141	255	239	137	90	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	255	239	137	90	79
Peak Hour Factor	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	71	67	38	25	22
Total Analysis Volume [veh/h]	158	285	267	153	101	88
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.00	0.00	0.00	0.24	0.11
d_M, Delay for Movement [s/veh]	8.67	0.00	0.00	0.00	16.20	10.26
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh]	0.48	0.00	0.00	0.00	0.92	0.38
95th-Percentile Queue Length [ft]	12.03	0.00	0.00	0.00	23.08	9.61
d_A, Approach Delay [s/veh]	3.09		0.00		13.44	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.72					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 22: Stoneman Street at Grand Avenue

Control Type:	Two-way stop	Delay (sec / veh):	60.8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.245

Intersection Setup

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	21	8	1	7	3	46	15	531	42	2	788	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	8	1	7	3	46	15	531	42	2	788	32
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	0	2	1	12	4	139	11	1	206	8
Total Analysis Volume [veh/h]	22	8	1	7	3	48	16	557	44	2	826	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.06	0.00	0.07	0.02	0.13	0.02	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	60.78	49.78	27.63	45.29	38.43	18.98	9.70	0.00	0.00	8.70	0.00	0.00
Movement LOS	F	E	D	E	E	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	1.19	1.19	1.19	0.85	0.85	0.85	0.06	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft]	29.84	29.84	29.84	21.27	21.27	21.27	1.57	0.00	0.00	0.15	0.00	0.00
d_A, Approach Delay [s/veh]	56.87			23.16			0.25			0.02		
Approach LOS	F			C			A			A		
d_I, Intersection Delay [s/veh]	2.09											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 23: Corydon Road at Grand Avenue

Control Type:	Signalized	Delay (sec / veh):	11.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

Intersection Setup

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	2	4	2	40	4	263	304	395	2	2	315	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	4	2	40	4	263	304	395	2	2	315	41
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	10	1	69	80	104	1	1	83	11
Total Analysis Volume [veh/h]	2	4	2	42	4	276	319	414	2	2	330	43
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	3	8	0	0	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	30	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	22	22	46	68	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	11	11	0	0	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No	No	No	No			No	
Maximum Recall		No			No	No	No	No			No	
Pedestrian Recall		No			No	No	No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	14	34	68	68	48	48
g / C, Green / Cycle	0.16	0.16	0.37	0.75	0.75	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.00	0.03	0.17	0.27	0.22	0.00	0.20
s, saturation flow rate [veh/h]	1703	1497	1583	1203	1861	966	1826
c, Capacity [veh/h]	320	314	593	902	1401	506	979
d1, Uniform Delay [s]	32.03	32.71	21.32	4.34	3.54	14.11	12.16
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.21	0.57	0.24	0.54	0.01	1.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.15	0.47	0.35	0.30	0.00	0.38
d, Delay for Lane Group [s/veh]	32.06	32.92	21.89	4.58	4.09	14.12	13.28
Lane Group LOS	C	C	C	A	A	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	0.15	0.88	4.36	1.34	1.98	0.02	4.39
50th-Percentile Queue Length [ft]	3.72	21.89	108.95	33.53	49.42	0.61	109.65
95th-Percentile Queue Length [veh]	0.27	1.58	7.78	2.41	3.56	0.04	7.82
95th-Percentile Queue Length [ft]	6.69	39.40	194.54	60.36	88.96	1.09	195.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.06	32.06	32.06	32.92	32.92	21.89	4.58	4.09	4.09	14.12	13.28	13.28
Movement LOS	C	C	C	C	C	C	A	A	A	B	B	B
d_A, Approach Delay [s/veh]	32.06			23.47			4.30			13.29		
Approach LOS	C			C			A			B		
d_I, Intersection Delay [s/veh]	11.08											
Intersection LOS	B											
Intersection V/C	0.489											

Sequence

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



Intersection Level Of Service Report
Intersection 25: Diamond Drive at Olive Street

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Diamond Drive		Diamond Drive		Olive Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Diamond Drive		Diamond Drive		Olive Street	
Base Volume Input [veh/h]	75	10	2	80	10	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	10	2	80	10	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	3	1	21	3	1
Total Analysis Volume [veh/h]	79	11	2	84	11	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.40	0.00	9.31	8.61
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.09	0.04	0.05	0.05
95th-Percentile Queue Length [ft]	0.00	0.00	2.21	1.10	1.21	1.21
d_A, Approach Delay [s/veh]	0.00		0.17		9.16	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 26: "A" Street at Olive Street

Control Type: Roundabout
 Analysis Method: HCM
 Analysis Period: 15 minutes

Delay (sec / veh): 3.7
 Level Of Service: A

Intersection Setup

Name	"A" Street		Olive Street		Olive Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	"A" Street		Olive Street		Olive Street	
Base Volume Input [veh/h]	2	48	11	2	52	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	48	11	2	52	12
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	13	3	1	14	3
Total Analysis Volume [veh/h]	2	51	12	2	55	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	12		56		2	
Exiting Flow Rate [veh/h]	12		56		2	
Demand Flow Rate [veh/h]	2	48	11	2	52	12
Adjusted Demand Flow Rate [veh/h]	2	51	12	2	55	13

Lanes

Overwrite Calculated Critical Headway	No		No		No	
User-Defined Critical Headway [s]	4.00		4.00		4.00	
Overwrite Calculated Follow-Up Time	No		No		No	
User-Defined Follow-Up Time [s]	3.00		3.00		3.00	
A (intercept)	1130.00		1130.00		1130.00	
B (coefficient)	0.00100		0.00100		0.00100	
HV Adjustment Factor	0.98		0.98		0.98	
Entry Flow Rate [veh/h]	55		15		70	
Capacity of Entry and Bypass Lanes [veh/h]	1117		1069		1128	
Pedestrian Impedance	1.00		1.00		1.00	
Capacity per Entry Lane [veh/h]	1095		1048		1106	
X, volume / capacity	0.05		0.01		0.06	

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.15	0.04	0.20
95th-Percentile Queue Length [ft]	3.81	1.02	4.91
Approach Delay [s/veh]	3.70	3.55	3.78
Approach LOS	A	A	A
Intersection Delay [s/veh]	3.72		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 27: "A" Street at Victorian Lane

Control Type: Roundabout
 Analysis Method: HCM
 Analysis Period: 15 minutes

Delay (sec / veh): 3.6
 Level Of Service: A

Intersection Setup

Name	"A" Street		"A" Street		Victorian Lane	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	"A" Street		"A" Street		Victorian Lane	
Base Volume Input [veh/h]	15	7	31	19	9	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	7	31	19	9	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	8	5	2	7
Total Analysis Volume [veh/h]	16	7	33	20	9	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	34		9		16	
Exiting Flow Rate [veh/h]	34		9		16	
Demand Flow Rate [veh/h]	15	7	31	19	9	28
Adjusted Demand Flow Rate [veh/h]	16	7	33	20	9	29

Lanes

Overwrite Calculated Critical Headway	No		No		No	
User-Defined Critical Headway [s]	4.00		4.00		4.00	
Overwrite Calculated Follow-Up Time	No		No		No	
User-Defined Follow-Up Time [s]	3.00		3.00		3.00	
A (intercept)	1130.00		1130.00		1130.00	
B (coefficient)	0.00100		0.00100		0.00100	
HV Adjustment Factor	0.98		0.98		0.98	
Entry Flow Rate [veh/h]	24		55		39	
Capacity of Entry and Bypass Lanes [veh/h]	1093		1120		1112	
Pedestrian Impedance	1.00		1.00		1.00	
Capacity per Entry Lane [veh/h]	1072		1098		1090	
X, volume / capacity	0.02		0.05		0.03	

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.07	0.15	0.11
95th-Percentile Queue Length [ft]	1.64	3.80	2.71
Approach Delay [s/veh]	3.54	3.69	3.60
Approach LOS	A	A	A
Intersection Delay [s/veh]	3.63		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 28: "A" Street at Cereal Street

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	"A" Street		Cereal Street		Cereal Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	"A" Street		Cereal Street		Cereal Street	
Base Volume Input [veh/h]	6	20	12	130	208	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	20	12	130	208	8
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	5	3	34	55	2
Total Analysis Volume [veh/h]	6	21	13	137	219	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.73	9.07	7.72	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.10	0.10	0.18	0.09	0.00	0.00
95th-Percentile Queue Length [ft]	2.49	2.49	4.45	2.22	0.00	0.00
d_A, Approach Delay [s/veh]	9.44		0.67		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.88					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 29: Lucerne Street at Sylvester Street

Control Type:	Two-way stop	Delay (sec / veh):	16.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.283

Intersection Setup

Name	Lucerne Street		Lucerne Street		Sylvester Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lucerne Street		Lucerne Street		Sylvester Street	
Base Volume Input [veh/h]	237	42	19	518	117	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	42	19	518	117	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	11	5	136	31	7
Total Analysis Volume [veh/h]	249	44	20	545	123	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	0.28	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.89	0.00	16.52	9.26
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.86	0.43	1.15	0.10
95th-Percentile Queue Length [ft]	0.00	0.00	21.41	10.70	28.75	2.57
d_A, Approach Delay [s/veh]	0.00		0.28		15.13	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.43					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 30: Stoneman Street at Cereal Street

Control Type:	Signalized	Delay (sec / veh):	9.2
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.137

Intersection Setup

Name	Stoneman Street		Cereal Street		Cereal Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoneman Street		Cereal Street		Cereal Street	
Base Volume Input [veh/h]	57	8	211	28	25	204
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	8	211	28	25	204
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	2	56	7	7	54
Total Analysis Volume [veh/h]	60	8	222	29	26	215
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	29	0	48	0	13	61
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	18	0	11	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	6	69	69	3	76
g / C, Green / Cycle	0.06	0.06	0.76	0.76	0.04	0.85
(v / s)_i Volume / Saturation Flow Rate	0.03	0.01	0.07	0.07	0.01	0.06
s, saturation flow rate [veh/h]	1774	1583	1863	1790	1774	3547
c, Capacity [veh/h]	115	102	1422	1367	68	3002
d1, Uniform Delay [s]	40.77	39.59	2.70	2.70	42.25	1.13
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.65	0.32	0.12	0.13	3.48	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

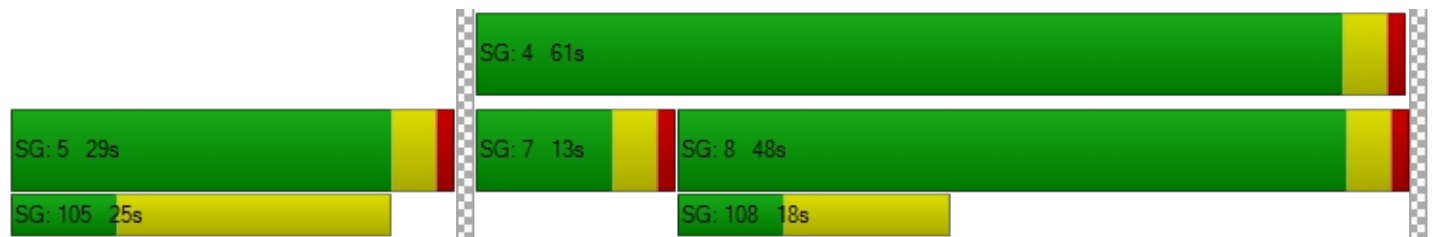
X, volume / capacity	0.52	0.08	0.09	0.09	0.38	0.07
d, Delay for Lane Group [s/veh]	44.42	39.91	2.82	2.84	45.73	1.18
Lane Group LOS	D	D	A	A	D	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	1.39	0.17	0.45	0.46	0.62	0.13
50th-Percentile Queue Length [ft]	34.77	4.35	11.29	11.38	15.62	3.18
95th-Percentile Queue Length [veh]	2.50	0.31	0.81	0.82	1.12	0.23
95th-Percentile Queue Length [ft]	62.58	7.84	20.33	20.48	28.11	5.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.42	39.91	2.83	2.84	45.73	1.18
Movement LOS	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	43.89		2.83		5.98	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	9.17					
Intersection LOS	A					
Intersection V/C	0.137					

Sequence

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



Intersection Level Of Service Report**Intersection 1: Railroad Canyon Road at Summerhill Rd/Grape St**

Control Type:	Signalized	Delay (sec / veh):	40.6
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.846

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			Summerhill Road			Grape Street		
Base Volume Input [veh/h]	332	1088	484	197	1450	92	99	151	431	413	158	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	332	1088	484	197	1450	92	99	151	431	413	158	198
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	284	126	51	379	24	26	39	113	108	41	52
Total Analysis Volume [veh/h]	347	1137	506	206	1515	96	103	158	450	432	165	207
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	8	0	4	0
Auxiliary Signal Groups									5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	7	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	30	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	30	47	0	30	47	0	0	11	11	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	0	0	0	21	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No	No		No	
Maximum Recall	No	No		No	No			No	No		No	
Pedestrian Recall	No	No		No	No			No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	21	53	53	16	48	48	16	16	41	19	19	19
g / C, Green / Cycle	0.18	0.44	0.44	0.13	0.40	0.40	0.13	0.13	0.34	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.10	0.32	0.32	0.12	0.30	0.30	0.06	0.08	0.28	0.13	0.09	0.13
s, saturation flow rate [veh/h]	3445	3547	1583	1774	3547	1807	1774	1863	1583	3445	1863	1583
c, Capacity [veh/h]	611	1568	700	236	1411	719	235	247	544	547	296	251
d1, Uniform Delay [s]	45.15	27.49	27.45	51.01	31.11	31.14	47.92	49.32	36.13	48.56	46.60	48.86
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.16	0.50	0.11	0.11	0.13
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.83	2.96	6.38	9.62	3.82	7.32	1.28	4.04	13.53	2.61	1.65	7.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

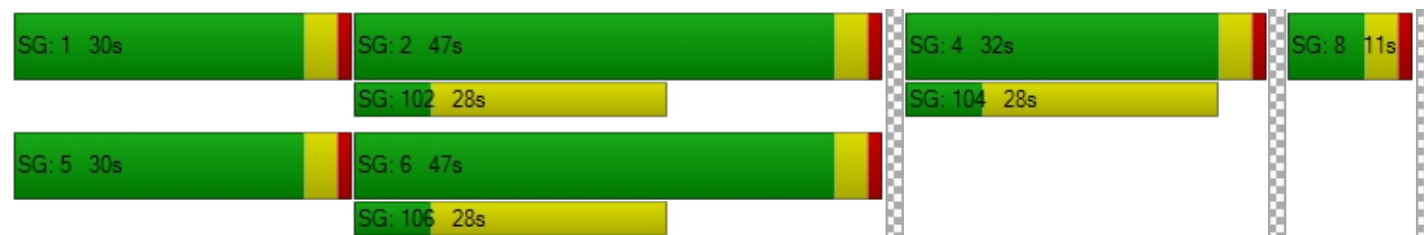
X, volume / capacity	0.57	0.73	0.72	0.87	0.76	0.76	0.44	0.64	0.83	0.79	0.56	0.82
d, Delay for Lane Group [s/veh]	45.98	30.44	33.82	60.64	34.93	38.46	49.19	53.36	49.66	51.16	48.24	56.55
Lane Group LOS	D	C	C	E	C	D	D	D	D	D	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	4.80	13.79	12.93	6.69	13.87	14.87	2.93	4.77	13.98	6.41	4.69	6.53
50th-Percentile Queue Length [ft]	120.05	344.85	323.18	167.35	346.78	371.64	73.23	119.25	349.44	160.29	117.25	163.21
95th-Percentile Queue Length [veh]	8.40	19.88	18.82	10.94	19.98	21.19	5.27	8.35	20.11	10.56	8.24	10.72
95th-Percentile Queue Length [ft]	209.89	497.12	470.60	273.42	499.49	529.72	131.81	208.80	502.73	264.10	206.05	267.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.98	30.44	33.82	60.64	35.98	38.46	49.19	53.36	49.66	51.16	48.24	56.55
Movement LOS	D	C	C	E	D	D	D	D	D	D	D	E
d_A, Approach Delay [s/veh]	34.01			38.90			50.41			51.95		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	40.58											
Intersection LOS	D											
Intersection V/C	0.846											

Sequence

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



Intersection Level Of Service Report
Intersection 2: Railroad Canyon Road at I-15 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.866

Intersection Setup

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Railroad Canyon Road			Railroad Canyon Road			I-15 NB Ramps			I-15 NB Ramps		
Base Volume Input [veh/h]	308	1462	0	0	1173	1125	0	0	0	169	1	447
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	308	1462	0	0	1173	1125	0	0	0	169	1	447
Peak Hour Factor	0.9550	0.9550	1.0000	1.0000	0.9550	0.9550	1.0000	1.0000	1.0000	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	383	0	0	307	295	0	0	0	44	0	117
Total Analysis Volume [veh/h]	323	1531	0	0	1228	1178	0	0	0	177	1	468
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal group	5	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	16	75	0	0	59	0	0	0	0	0	30	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	C	R		C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	12	77	61	61	61		20	20
g / C, Green / Cycle	0.11	0.73	0.58	0.58	0.58		0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.09	0.30	0.43	0.50	0.51		0.10	0.17
s, saturation flow rate [veh/h]	3445	5074	1863	1588	1583		1775	2803
c, Capacity [veh/h]	385	3712	1084	924	921		341	539
d1, Uniform Delay [s]	45.71	5.41	16.12	18.54	18.60		38.08	41.13
k, delay calibration	0.11	0.50	0.50	0.50	0.50		0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.95	0.34	4.55	10.82	11.04		1.24	4.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

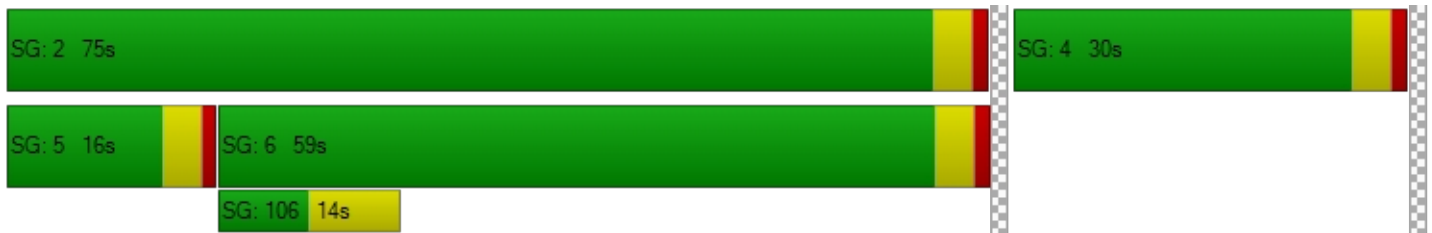
X, volume / capacity	0.84	0.41	0.74	0.87	0.87		0.52	0.87
d, Delay for Lane Group [s/veh]	50.67	5.75	20.66	29.35	29.64		39.32	45.58
Lane Group LOS	D	A	C	C	C		D	D
Critical Lane Group	Yes	No	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh]	4.37	3.73	14.47	17.85	17.95		4.21	6.14
50th-Percentile Queue Length [ft]	109.22	93.21	361.83	446.25	448.67		105.20	153.54
95th-Percentile Queue Length [veh]	7.80	6.71	20.71	24.78	24.89		7.57	10.21
95th-Percentile Queue Length [ft]	194.91	167.78	517.81	619.47	622.36		189.31	255.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.67	5.75	0.00	0.00	20.84	29.55	0.00	0.00	0.00	39.32	39.32	45.58
Movement LOS	D	A			C	C				D	D	D
d_A, Approach Delay [s/veh]	13.58			26.55			0.00			43.86		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	23.93											
Intersection LOS	C											
Intersection V/C	0.866											

Sequence

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



Intersection Level Of Service Report
Intersection 3: Diamond Drive at I-15 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	27.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.839

Intersection Setup

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Diamond Drive			Diamond Drive			I-15 SB Ramps			I-15 SB Ramps		
Base Volume Input [veh/h]	0	925	166	431	891	0	903	4	363	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	925	166	431	891	0	903	4	363	0	0	0
Peak Hour Factor	1.0000	0.9850	0.9850	0.9850	0.9850	1.0000	0.9850	0.9850	0.9850	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	235	42	109	226	0	229	1	92	0	0	0
Total Analysis Volume [veh/h]	0	939	169	438	905	0	917	4	369	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	1	6	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	47	58	0	0	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	14	0	0	0	0	0	0	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C	L	C	R	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	27	27	25	56	26	26	26	
g / C, Green / Cycle	0.30	0.30	0.27	0.62	0.29	0.29	0.29	
(v / s)_i Volume / Saturation Flow Rate	0.21	0.21	0.25	0.26	0.27	0.12	0.12	
s, saturation flow rate [veh/h]	3547	1724	1774	3547	3445	1588	1583	
c, Capacity [veh/h]	1063	516	484	2188	1014	468	466	
d1, Uniform Delay [s]	27.89	28.11	31.62	8.87	30.55	25.40	25.41	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.76	8.22	6.64	0.58	3.36	0.55	0.56	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.70	0.72	0.91	0.41	0.90	0.40	0.40	
d, Delay for Lane Group [s/veh]	31.65	36.33	38.26	9.45	33.92	25.95	25.97	
Lane Group LOS	C	D	D	A	C	C	C	
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	
50th-Percentile Queue Length [veh]	7.38	8.05	9.79	4.24	9.70	3.19	3.19	
50th-Percentile Queue Length [ft]	184.39	201.31	244.87	106.08	242.48	79.79	79.84	
95th-Percentile Queue Length [veh]	11.83	12.71	14.93	7.62	14.81	5.75	5.75	
95th-Percentile Queue Length [ft]	295.74	317.66	373.18	190.53	370.17	143.63	143.70	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	32.65	36.33	38.26	9.45	0.00	33.92	25.95	25.96	0.00	0.00	0.00
Movement LOS		C	D	D	A		C	C	C			
d_A, Approach Delay [s/veh]	33.21			18.85			31.62			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	27.50											
Intersection LOS	C											
Intersection V/C	0.839											

Sequence

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



Intersection Level Of Service Report
Intersection 4: Diamond Drive at Auto Center Dr/Casino Dr

Control Type:	Signalized	Delay (sec / veh):	26.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Auto Center Drive			Casino Drive		
Base Volume Input [veh/h]	50	631	19	286	720	226	327	135	77	15	65	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	631	19	286	720	226	327	135	77	15	65	119
Peak Hour Factor	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560	0.9560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	165	5	75	188	59	86	35	20	4	17	31
Total Analysis Volume [veh/h]	52	660	20	299	753	236	342	141	81	16	68	124
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	29	0	22	40	0	0	39	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	28	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	34	34	10	39	39	34	34	34	34	34	34
g / C, Green / Cycle	0.06	0.37	0.37	0.11	0.43	0.43	0.38	0.38	0.38	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.03	0.13	0.13	0.09	0.28	0.28	0.29	0.06	0.06	0.01	0.04	0.08
s, saturation flow rate [veh/h]	1774	3547	1835	3445	1863	1713	1186	1863	1640	1154	1863	1583
c, Capacity [veh/h]	101	1323	684	389	799	734	444	709	624	446	709	603
d1, Uniform Delay [s]	41.22	20.25	20.26	38.78	20.27	20.34	30.35	18.42	18.44	21.27	17.91	18.73
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.27	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.96	0.69	1.35	3.21	3.95	4.39	6.75	0.11	0.13	0.03	0.06	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

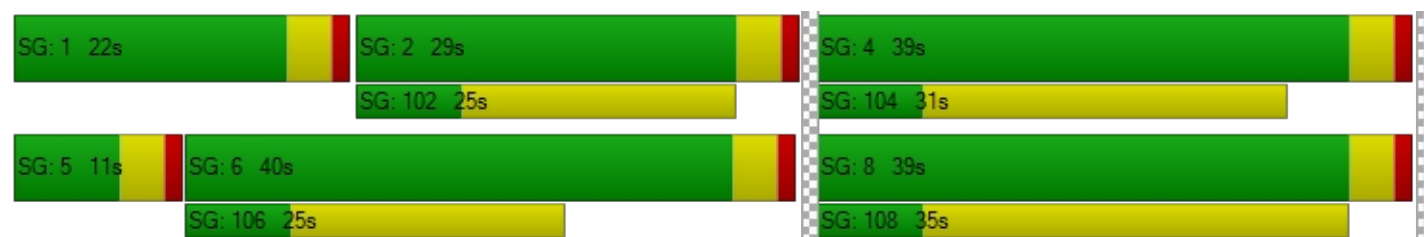
X, volume / capacity	0.51	0.34	0.34	0.77	0.64	0.65	0.77	0.16	0.17	0.04	0.10	0.21
d, Delay for Lane Group [s/veh]	45.19	20.95	21.61	41.99	24.22	24.73	37.11	18.52	18.57	21.30	17.97	18.89
Lane Group LOS	D	C	C	D	C	C	D	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	No
50th-Percentile Queue Length [veh]	1.22	3.40	3.65	3.33	8.93	8.39	7.78	1.59	1.44	0.23	0.90	1.73
50th-Percentile Queue Length [ft]	30.51	84.96	91.37	83.32	223.28	209.72	194.52	39.87	35.98	5.86	22.55	43.14
95th-Percentile Queue Length [veh]	2.20	6.12	6.58	6.00	13.83	13.14	12.36	2.87	2.59	0.42	1.62	3.11
95th-Percentile Queue Length [ft]	54.92	152.93	164.47	149.98	345.81	328.47	308.89	71.77	64.76	10.55	40.59	77.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.19	21.16	21.61	41.99	24.38	24.73	37.11	18.53	18.57	21.30	17.97	18.89
Movement LOS	D	C	C	D	C	C	D	B	B	C	B	B
d_A, Approach Delay [s/veh]	22.88			28.53			29.80			18.78		
Approach LOS	C			C			C			B		
d_I, Intersection Delay [s/veh]	26.58											
Intersection LOS	C											
Intersection V/C	0.687											

Sequence

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



Intersection Level Of Service Report
Intersection 5: Lucerne Street at Lakeshore Drive

Control Type:	Two-way stop	Delay (sec / veh):	732.8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.118

Intersection Setup

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Base Volume Input [veh/h]	257	159	417	370	62	616
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	257	159	417	370	62	616
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	43	113	100	17	167
Total Analysis Volume [veh/h]	278	172	452	401	67	667
Pedestrian Volume [ped/h]	0		0		0	

Version 4.00-07

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	2.12	0.37	0.00	0.00	0.09	0.01
d_M, Delay for Movement [s/veh]	732.81	713.09	0.00	0.00	10.01	0.00
Movement LOS	F	F	A	A	B	A
95th-Percentile Queue Length [veh]	38.06	38.06	0.00	0.00	0.28	0.00
95th-Percentile Queue Length [ft]	951.40	951.40	0.00	0.00	6.97	0.00
d_A, Approach Delay [s/veh]	725.27		0.00		0.91	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	160.55					
Intersection LOS	F					

Intersection Level Of Service Report**Intersection 6: Diamond Drive at Lakeshore Drive/Mission Trail**

Control Type:	Signalized	Delay (sec / veh):	105.4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.923

Intersection Setup

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Base Volume Input [veh/h]	43	57	222	545	52	408	491	138	6	207	293	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	57	222	545	52	408	491	138	6	207	293	302
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	15	58	142	14	106	128	36	2	54	76	79
Total Analysis Volume [veh/h]	45	59	232	569	54	426	513	144	6	216	306	315
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	32	0	19	40	0	30	32	0	37	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	18	0	0	21	0	0	28	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	37	37	15	46	46	26	36	36	17	26	26
g / C, Green / Cycle	0.05	0.30	0.30	0.13	0.38	0.38	0.22	0.30	0.30	0.14	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.03	0.02	0.15	0.17	0.03	0.27	0.29	0.04	0.04	0.12	0.09	0.20
s, saturation flow rate [veh/h]	1774	3547	1583	3445	1863	1583	1774	1863	1837	1774	3547	1583
c, Capacity [veh/h]	82	1078	481	432	714	607	384	554	547	248	783	350
d1, Uniform Delay [s]	56.04	29.58	34.08	52.50	23.53	31.25	47.02	30.87	30.87	50.58	39.89	45.51
k, delay calibration	0.11	0.50	0.50	0.17	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.22
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.64	0.10	3.43	148.33	0.21	6.67	167.34	0.11	0.11	9.13	0.32	15.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

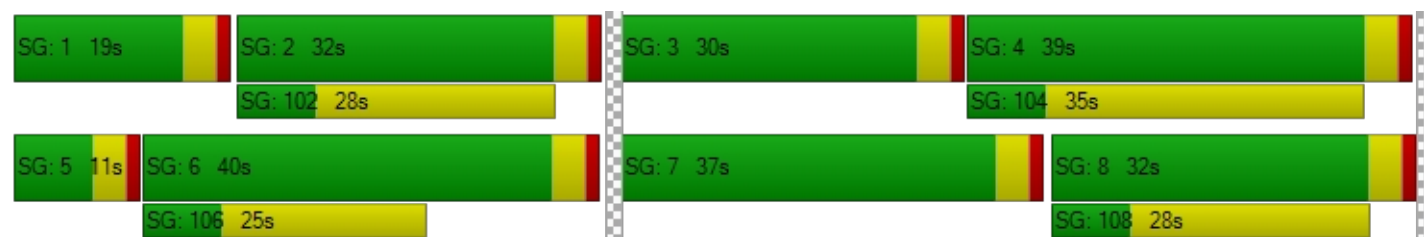
X, volume / capacity	0.55	0.05	0.48	1.32	0.08	0.70	1.33	0.14	0.14	0.87	0.39	0.90
d, Delay for Lane Group [s/veh]	61.67	29.68	37.52	200.83	23.73	37.92	214.36	30.98	30.98	59.71	40.21	61.01
Lane Group LOS	E	C	D	F	C	D	F	C	C	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.46	0.62	5.98	15.39	1.02	11.42	29.27	1.63	1.61	6.98	3.90	10.59
50th-Percentile Queue Length [ft]	36.60	15.60	149.53	384.87	25.58	285.47	731.75	40.81	40.30	174.38	97.58	264.75
95th-Percentile Queue Length [veh]	2.64	1.12	9.99	24.29	1.84	16.96	43.97	2.94	2.90	11.31	7.03	15.93
95th-Percentile Queue Length [ft]	65.88	28.08	249.80	607.22	46.05	424.02	1099.16	73.45	72.54	282.67	175.64	398.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.67	29.68	37.52	200.83	23.73	37.92	214.36	30.98	30.98	59.71	40.21	61.01
Movement LOS	E	C	D	F	C	D	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	39.38			125.56			172.87			53.07		
Approach LOS	D			F			F			D		
d_I, Intersection Delay [s/veh]	105.36											
Intersection LOS	F											
Intersection V/C	0.923											

Sequence

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



Intersection Level Of Service Report

Intersection 7: Diamond Drive at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	Diamond Drive		Diamond Drive		Campbell Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Diamond Drive		Diamond Drive		Campbell Street	
Base Volume Input [veh/h]	271	20	38	148	20	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	20	38	148	20	65
Peak Hour Factor	0.7810	0.7810	0.7810	0.7810	0.7810	0.7810
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	6	12	47	6	21
Total Analysis Volume [veh/h]	347	26	49	190	26	83
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.06	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	8.18	0.00	14.11	10.36
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.00	0.00	0.13	0.00	0.56	0.56
95th-Percentile Queue Length [ft]	0.00	0.00	3.24	0.00	14.10	14.10
d_A, Approach Delay [s/veh]	0.00		1.68		11.26	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.26					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 8: Mission Trail at Campbell Street

Control Type:	Two-way stop	Delay (sec / veh):	47.9
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			No		

Volumes

Name	Mission Trail			Mission Trail			Campbell Street			Campbell Street		
Base Volume Input [veh/h]	10	686	16	34	726	23	19	4	21	6	1	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	686	16	34	726	23	19	4	21	6	1	7
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	181	4	9	192	6	5	1	6	2	0	2
Total Analysis Volume [veh/h]	11	726	17	36	768	24	20	4	22	6	1	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.04	0.01	0.00	0.16	0.04	0.04	0.05	0.01	0.01
d_M, Delay for Movement [s/veh]	9.43	0.00	0.00	9.37	0.00	0.00	39.77	47.90	16.74	35.68	43.69	12.12
Movement LOS	A	A	A	A	A	A	E	E	C	E	E	B
95th-Percentile Queue Length [veh]	0.04	0.00	0.00	0.13	0.00	0.00	0.90	0.90	0.90	0.23	0.23	0.23
95th-Percentile Queue Length [ft]	1.01	0.00	0.00	3.27	0.00	0.00	22.44	22.44	22.44	5.63	5.63	5.63
d_A, Approach Delay [s/veh]	0.14			0.41			29.46			24.47		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	1.30											
Intersection LOS	E											

Intersection Level Of Service Report

Intersection 9: Diamond Drive at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.141

Intersection Setup

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	21	153	29	15	140	19	32	46	12	63	43	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	153	29	15	140	19	32	46	12	63	43	31
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	40	8	4	36	5	8	12	3	16	11	8
Total Analysis Volume [veh/h]	22	159	30	16	145	20	33	48	12	65	45	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	6	3	8	0	7	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	29	0	11	29	29	13	29	0	21	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	18	0	18	0	0	24	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	61	61	2	60	68	4	6	6	6	7	7
g / C, Green / Cycle	0.03	0.67	0.67	0.03	0.66	0.75	0.04	0.06	0.06	0.06	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.01	0.05	0.05	0.01	0.04	0.01	0.02	0.02	0.02	0.04	0.02	0.02
s, saturation flow rate [veh/h]	1774	1863	1763	1774	3547	1583	1774	1863	1739	1774	1863	1620
c, Capacity [veh/h]	61	1248	1181	48	2351	1191	80	115	107	113	150	130
d1, Uniform Delay [s]	42.57	5.17	5.18	43.07	5.35	2.80	41.89	40.35	40.39	41.03	38.96	39.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.56	0.12	0.13	3.99	0.05	0.01	3.37	1.20	1.39	4.55	0.92	1.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

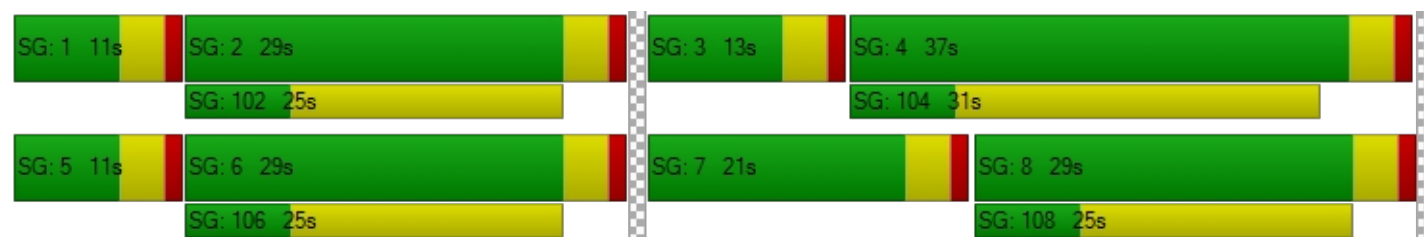
X, volume / capacity	0.36	0.08	0.08	0.33	0.06	0.02	0.41	0.26	0.28	0.57	0.26	0.29
d, Delay for Lane Group [s/veh]	46.14	5.29	5.31	47.06	5.40	2.81	45.26	41.55	41.78	45.58	39.88	40.26
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	0.53	0.58	0.57	0.40	0.43	0.07	0.78	0.67	0.67	1.53	0.85	0.82
50th-Percentile Queue Length [ft]	13.37	14.45	14.22	10.00	10.82	1.71	19.55	16.77	16.66	38.25	21.16	20.56
95th-Percentile Queue Length [veh]	0.96	1.04	1.02	0.72	0.78	0.12	1.41	1.21	1.20	2.75	1.52	1.48
95th-Percentile Queue Length [ft]	24.06	26.01	25.60	18.00	19.48	3.08	35.19	30.19	29.99	68.85	38.08	37.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.14	5.30	5.31	47.06	5.40	2.81	45.26	41.63	41.78	45.58	39.93	40.26
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	9.56			8.79			42.94			42.59		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	21.77											
Intersection LOS	C											
Intersection V/C	0.141											

Sequence

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



Intersection Level Of Service Report

Intersection 10: Mission Trail at Malaga Road

Control Type:	Signalized	Delay (sec / veh):	17.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Mission Trail			Mission Trail			Malaga Road			Malaga Road		
Base Volume Input [veh/h]	105	568	70	48	719	30	37	17	50	92	48	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	568	70	48	719	30	37	17	50	92	48	53
Peak Hour Factor	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	144	18	12	183	8	9	4	13	23	12	13
Total Analysis Volume [veh/h]	107	577	71	49	731	30	38	17	51	93	49	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	21	26	0	24	29	0	11	16	0	24	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	18	0	0	0	0	0	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	57	57	5	55	55	4	6	6	6	8	8
g / C, Green / Cycle	0.08	0.63	0.63	0.06	0.61	0.61	0.05	0.06	0.06	0.07	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.06	0.18	0.18	0.03	0.21	0.21	0.02	0.01	0.03	0.05	0.03	0.03
s, saturation flow rate [veh/h]	1774	1863	1792	1774	1863	1837	1774	1863	1583	1774	1863	1583
c, Capacity [veh/h]	139	1174	1130	100	1133	1117	87	120	102	127	162	138
d1, Uniform Delay [s]	40.75	7.49	7.49	41.30	8.72	8.72	41.66	39.81	40.76	41.04	38.61	38.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.57	0.60	0.62	3.69	0.81	0.82	3.41	0.53	3.71	7.99	1.04	1.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.28	0.28	0.49	0.34	0.34	0.44	0.14	0.50	0.73	0.30	0.39
d, Delay for Lane Group [s/veh]	49.31	8.09	8.11	44.99	9.53	9.54	45.07	40.34	44.47	49.03	39.65	40.74
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	2.63	2.73	2.64	1.15	3.57	3.53	0.90	0.37	1.19	2.28	1.05	1.19
50th-Percentile Queue Length [ft]	65.77	68.31	66.06	28.70	89.37	88.26	22.38	9.25	29.69	57.00	26.30	29.65
95th-Percentile Queue Length [veh]	4.74	4.92	4.76	2.07	6.43	6.35	1.61	0.67	2.14	4.10	1.89	2.14
95th-Percentile Queue Length [ft]	118.38	122.97	118.92	51.66	160.86	158.87	40.28	16.65	53.45	102.60	47.34	53.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.31	8.10	8.11	44.99	9.53	9.54	45.07	40.34	44.47	49.03	39.65	40.74
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	13.94			11.68			44.02			44.40		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.87											
Intersection LOS	B											
Intersection V/C	0.426											

Sequence

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



Intersection Level Of Service Report
Intersection 11: Mission Trail at Olive Street

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name	Mission Trail			Mission Trail			Olive Street			Olive Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			Yes		

Volumes

Name	Mission Trail			Mission Trail			Olive Street			Olive Street		
Base Volume Input [veh/h]	19	610	82	36	615	40	39	13	22	72	20	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	610	82	36	615	40	39	13	22	72	20	45
Peak Hour Factor	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	170	23	10	172	11	11	4	6	20	6	13
Total Analysis Volume [veh/h]	21	681	92	40	686	45	44	15	25	80	22	50
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	50	0	11	50	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	0	0	0	18	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	62	62	4	64	64	11	11	11	11
g / C, Green / Cycle	0.03	0.69	0.69	0.05	0.71	0.71	0.13	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.01	0.21	0.21	0.02	0.20	0.20	0.03	0.02	0.06	0.04
s, saturation flow rate [veh/h]	1774	1863	1786	1774	1863	1823	1323	1678	1362	1659
c, Capacity [veh/h]	57	1287	1234	88	1320	1291	160	212	188	209
d1, Uniform Delay [s]	42.67	5.45	5.45	41.60	4.77	4.78	41.07	35.20	40.54	35.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.94	0.62	0.64	3.66	0.53	0.54	0.91	0.43	1.53	0.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.31	0.31	0.46	0.28	0.28	0.27	0.19	0.43	0.34
d, Delay for Lane Group [s/veh]	46.61	6.07	6.10	45.26	5.30	5.32	41.98	35.63	42.07	36.89
Lane Group LOS	D	A	A	D	A	A	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh]	0.52	2.64	2.55	0.94	2.23	2.18	0.98	0.80	1.79	1.48
50th-Percentile Queue Length [ft]	12.88	66.10	63.72	23.59	55.63	54.60	24.45	20.05	44.77	37.08
95th-Percentile Queue Length [veh]	0.93	4.76	4.59	1.70	4.01	3.93	1.76	1.44	3.22	2.67
95th-Percentile Queue Length [ft]	23.19	118.98	114.70	42.47	100.14	98.29	44.01	36.08	80.58	66.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.61	6.08	6.10	45.26	5.31	5.32	41.98	35.63	35.63	42.07	36.89	36.89
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.15			7.38			38.96			39.62		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	11.48											
Intersection LOS	B											
Intersection V/C	0.338											

Sequence

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



Intersection Level Of Service Report

Intersection 12: Mission Trail at Victorian Lane

Control Type:	Two-way stop	Delay (sec / veh):	46.3
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.134

Intersection Setup

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

Volumes

Name	Mission Trail			Mission Trail			Victoria Lane			Victoria Lane		
Base Volume Input [veh/h]	24	679	2	1	699	14	9	13	15	7	9	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	679	2	1	699	14	9	13	15	7	9	3
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	186	1	0	192	4	2	4	4	2	2	1
Total Analysis Volume [veh/h]	26	745	2	1	767	15	10	14	16	8	10	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.01	0.00	0.08	0.13	0.03	0.07	0.10	0.00
d_M, Delay for Movement [s/veh]	9.47	0.00	0.00	9.20	0.00	0.00	40.68	46.26	17.67	40.43	45.53	16.47
Movement LOS	A	A	A	A	A	A	E	E	C	E	E	C
95th-Percentile Queue Length [veh]	2.49	1.25	0.00	2.42	1.21	0.00	0.90	0.90	0.90	0.58	0.58	0.58
95th-Percentile Queue Length [ft]	62.34	31.17	0.00	60.54	30.27	0.00	22.52	22.52	22.52	14.46	14.46	14.46
d_A, Approach Delay [s/veh]	0.32			0.01			33.43			39.44		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	1.50											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 13: Mission Trail at Lemon Street

Control Type:	Signalized	Delay (sec / veh):	8.3
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.366

Intersection Setup

Name	Mission Trail		Mission Trail		Lemon Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Lemon Street	
Base Volume Input [veh/h]	665	84	46	658	71	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	665	84	46	658	71	50
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	185	23	13	183	20	14
Total Analysis Volume [veh/h]	739	93	51	731	79	56
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal group	2	0	1	6	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	18	0	11	29	61	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	0	0
Pedestrian Clearance [s]	7	0	0	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	64	64	5	73	9
g / C, Green / Cycle	0.71	0.71	0.06	0.81	0.10
(v / s)_i Volume / Saturation Flow Rate	0.21	0.06	0.03	0.21	0.08
s, saturation flow rate [veh/h]	3547	1583	1774	3547	1690
c, Capacity [veh/h]	2513	1122	101	2873	171
d1, Uniform Delay [s]	4.83	4.07	41.20	2.05	39.54
k, delay calibration	0.50	0.50	0.11	0.50	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.30	0.15	3.81	0.21	7.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.08	0.50	0.25	0.79
d, Delay for Lane Group [s/veh]	5.13	4.21	45.01	2.26	47.47
Lane Group LOS	A	A	D	A	D
Critical Lane Group	Yes	No	Yes	No	Yes
50th-Percentile Queue Length [veh]	2.15	0.48	1.19	0.94	3.25
50th-Percentile Queue Length [ft]	53.76	11.96	29.87	23.51	81.31
95th-Percentile Queue Length [veh]	3.87	0.86	2.15	1.69	5.85
95th-Percentile Queue Length [ft]	96.77	21.53	53.76	42.31	146.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.13	4.21	45.01	2.26	47.47	47.47
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	5.03		5.05		47.47	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	8.31					
Intersection LOS	A					
Intersection V/C	0.366					

Sequence

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



Intersection Level Of Service Report

Intersection 14: Mission Trail at Corydon Road

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	Mission Trail		Mission Trail		Corydon Road	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Mission Trail		Mission Trail		Corydon Road	
Base Volume Input [veh/h]	300	331	333	386	414	332
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	300	331	333	386	414	332
Peak Hour Factor	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	92	92	107	115	92
Total Analysis Volume [veh/h]	333	367	369	428	459	368
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Permissive	Overlap
Signal group	5	2	6	6	3	8
Auxiliary Signal Groups				3,6		5,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	32	61	29	29	29	29
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	7	0
Pedestrian Clearance [s]	0	0	18	18	18	0
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	20	66	43	62	16	39
g / C, Green / Cycle	0.22	0.74	0.47	0.69	0.17	0.44
(v / s)_i Volume / Saturation Flow Rate	0.19	0.10	0.10	0.27	0.13	0.13
s, saturation flow rate [veh/h]	1774	3547	3547	1583	3445	2803
c, Capacity [veh/h]	389	2611	1676	1096	603	1229
d1, Uniform Delay [s]	33.79	3.49	13.98	5.86	35.36	16.34
k, delay calibration	0.16	0.50	0.50	0.42	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.76	0.11	0.30	0.89	2.03	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.14	0.22	0.39	0.76	0.30
d, Delay for Lane Group [s/veh]	41.55	3.61	14.28	6.74	37.39	16.47
Lane Group LOS	D	A	B	A	D	B
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	7.66	0.80	2.19	3.09	4.87	2.39
50th-Percentile Queue Length [ft]	191.55	19.98	54.76	77.37	121.77	59.71
95th-Percentile Queue Length [veh]	12.20	1.44	3.94	5.57	8.49	4.30
95th-Percentile Queue Length [ft]	305.03	35.97	98.56	139.27	212.25	107.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.55	3.61	14.28	6.74	37.39	16.47
Movement LOS	D	A	B	A	D	B
d_A, Approach Delay [s/veh]	21.66		10.23		28.08	
Approach LOS	C		B		C	
d_I, Intersection Delay [s/veh]	20.02					
Intersection LOS	C					
Intersection V/C	0.621					

Sequence

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



Intersection Level Of Service Report

Intersection 15: Corydon Road at Cereal Street

Control Type:	Two-way stop	Delay (sec / veh):	21.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.345

Intersection Setup

Name	Corydon Road		Corydon Road		Cereal Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Corydon Road		Corydon Road		Cereal Street	
Base Volume Input [veh/h]	32	580	546	107	121	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	580	546	107	121	38
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	153	144	28	32	10
Total Analysis Volume [veh/h]	34	611	575	113	127	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.01	0.00	0.35	0.08
d_M, Delay for Movement [s/veh]	9.13	0.00	0.00	0.00	21.54	19.24
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh]	0.12	0.00	0.00	0.00	2.09	2.09
95th-Percentile Queue Length [ft]	2.92	0.00	0.00	0.00	52.32	52.32
d_A, Approach Delay [s/veh]	0.48		0.00		20.99	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.54					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 16: Mission Trail at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.472

Intersection Setup

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Mission Trail			Mission Trail			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	242	68	343	265	0	0	0	0	77	0	344
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	242	68	343	265	0	0	0	0	77	0	344
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	1.0000	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	66	18	93	72	0	0	0	0	21	0	93
Total Analysis Volume [veh/h]	0	263	74	373	288	0	0	0	0	84	0	374
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap
Signal group	5	2	0	1	6	0	0	8	0	7	0	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	7	0	7
Maximum Green [s]	30	30	0	30	30	0	0	30	0	30	0	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	0.0	1.0
Split [s]	30	25	0	22	17	0	0	11	0	32	0	43
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0
Walk [s]	0	7	0	0	0	0	0	0	0	7	0	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	21	0	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Recall	No	No		No	No			No		No		No
Maximum Recall	No	No		No	No			No		No		No
Pedestrian Recall	No	No		No	No			No		No		No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	0	42	42	18	59	59	8	6	40
g / C, Green / Cycle	0.00	0.47	0.47	0.20	0.66	0.66	0.09	0.07	0.45
(v / s)_i Volume / Saturation Flow Rate	0.00	0.09	0.10	0.11	0.08	0.08	0.00	0.05	0.24
s, saturation flow rate [veh/h]	1774	1863	1726	3445	1863	1863	1863	1774	1583
c, Capacity [veh/h]	2	866	802	674	1228	1228	213	123	707
d1, Uniform Delay [s]	0.00	14.23	14.28	32.71	5.68	5.68	0.00	40.99	18.08
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.52	0.58	0.71	0.19	0.19	0.00	6.48	2.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

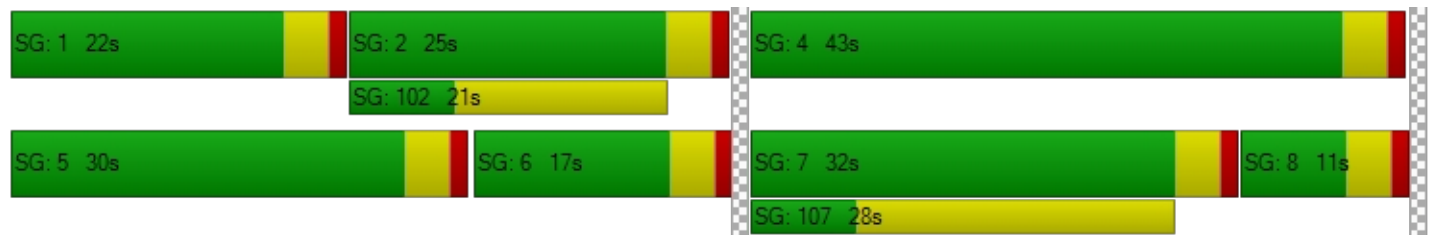
X, volume / capacity	0.00	0.20	0.21	0.55	0.12	0.12	0.00	0.68	0.53
d, Delay for Lane Group [s/veh]	0.00	14.75	14.86	33.43	5.87	5.87	0.00	47.47	20.91
Lane Group LOS	A	B	B	C	A	A	A	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.00	2.12	2.04	3.67	0.94	0.94	0.00	2.02	5.93
50th-Percentile Queue Length [ft]	0.00	52.91	51.03	91.83	23.58	23.58	0.00	50.55	148.27
95th-Percentile Queue Length [veh]	0.00	3.81	3.67	6.61	1.70	1.70	0.00	3.64	9.92
95th-Percentile Queue Length [ft]	0.00	95.24	91.86	165.29	42.44	42.44	0.00	91.00	248.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	14.79	14.86	33.43	5.87	5.87	0.00	0.00	0.00	47.47	0.00	20.91
Movement LOS	A	B	B	C	A	A	A	A	A	D		C
d_A, Approach Delay [s/veh]	14.80			21.42			0.00			25.78		
Approach LOS	B			C			A			C		
d_I, Intersection Delay [s/veh]	21.26											
Intersection LOS	C											
Intersection V/C	0.472											

Sequence

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



Intersection Level Of Service Report
Intersection 17: Orange Street at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	116.4
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	7.554

Intersection Setup

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	15	49	170	170	32	14	37	427	17	138	452	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	49	170	170	32	14	37	427	17	138	452	59
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	13	45	45	8	4	10	113	4	37	120	16
Total Analysis Volume [veh/h]	16	52	180	180	34	15	39	452	18	146	478	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Version 4.00-07

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	2	0	0	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	33	0	0	33	0	34	23	0	34	23	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	11	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	R	C	R	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	29	29	4	40	40	9	45	45
g / C, Green / Cycle	0.32	0.32	0.32	0.32	0.05	0.44	0.44	0.10	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.16	0.11	6.34	0.01	0.02	0.13	0.13	0.08	0.15	0.15
s, saturation flow rate [veh/h]	415	1583	34	1583	1774	1863	1838	1774	1863	1789
c, Capacity [veh/h]	182	507	84	507	87	826	815	183	927	890
d1, Uniform Delay [s]	24.40	23.49	42.36	21.02	41.62	15.97	15.98	39.43	13.32	13.33
k, delay calibration	0.11	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.27	0.42	724.18	0.02	3.58	0.87	0.89	7.63	0.82	0.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

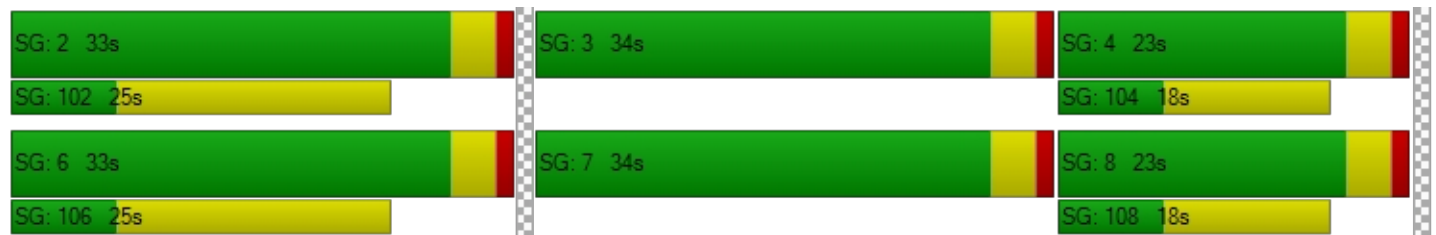
X, volume / capacity	0.37	0.36	2.53	0.03	0.45	0.29	0.29	0.80	0.30	0.30
d, Delay for Lane Group [s/veh]	25.67	23.91	766.54	21.04	45.20	16.84	16.87	47.05	14.14	14.19
Lane Group LOS	C	C	F	C	D	B	B	D	B	B
Critical Lane Group	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	1.06	2.92	18.85	0.22	0.92	3.19	3.16	3.50	3.34	3.23
50th-Percentile Queue Length [ft]	26.46	73.03	471.28	5.42	23.00	79.79	79.07	87.42	83.46	80.69
95th-Percentile Queue Length [veh]	1.91	5.26	33.93	0.39	1.66	5.74	5.69	6.29	6.01	5.81
95th-Percentile Queue Length [ft]	47.64	131.45	848.31	9.75	41.40	143.62	142.32	157.36	150.23	145.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.67	25.67	23.91	766.54	766.54	21.04	45.20	16.86	16.87	47.05	14.16	14.19
Movement LOS	C	C	C	F	F	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	24.39			717.71			19.03			21.16		
Approach LOS	C			F			B			C		
d_I, Intersection Delay [s/veh]	116.39											
Intersection LOS	F											
Intersection V/C	7.554											

Sequence

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



Intersection Level Of Service Report
Intersection 18: I-15 SB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	19.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	0	0	202	3	152	0	392	380	243	531	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	202	3	152	0	392	380	243	531	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9690	0.9690	0.9690	1.0000	0.9690	0.9690	0.9690	0.9690	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	52	1	39	0	101	98	63	137	0
Total Analysis Volume [veh/h]	0	0	0	208	3	157	0	405	392	251	548	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	7	0	0	7	0	7	7	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	32	0	0	15	0	43	58	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	4	0	0	7	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	C	C	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		13	13	50	50	15	69
g / C, Green / Cycle		0.15	0.15	0.56	0.56	0.17	0.77
(v / s)_i Volume / Saturation Flow Rate		0.12	0.10	0.21	0.25	0.14	0.15
s, saturation flow rate [veh/h]		1774	1588	1863	1587	1774	3547
c, Capacity [veh/h]		258	231	1034	881	295	2716
d1, Uniform Delay [s]		37.25	36.57	11.34	11.90	36.45	2.92
k, delay calibration		0.11	0.11	0.50	0.50	0.11	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		5.89	3.71	1.09	1.68	6.81	0.17
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

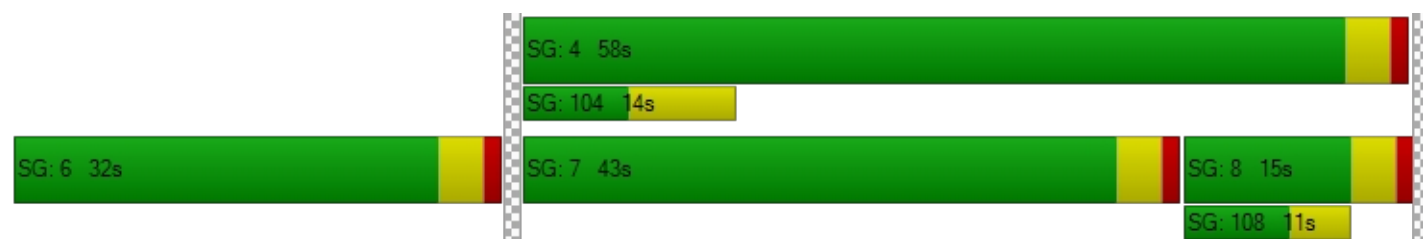
X, volume / capacity		0.81	0.69	0.39	0.45	0.85	0.20
d, Delay for Lane Group [s/veh]		43.14	40.27	12.43	13.58	43.25	3.09
Lane Group LOS		D	D	B	B	D	A
Critical Lane Group		Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]		4.78	3.53	4.49	4.79	5.81	1.02
50th-Percentile Queue Length [ft]		119.48	88.20	112.15	119.78	145.28	25.62
95th-Percentile Queue Length [veh]		8.36	6.35	7.96	8.38	9.76	1.84
95th-Percentile Queue Length [ft]		209.11	158.76	199.00	209.52	244.12	46.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	43.14	40.27	40.27	0.00	12.45	13.58	43.25	3.09	0.00
Movement LOS				D	D	D		B	B	D	A	
d_A, Approach Delay [s/veh]	0.00			41.89			13.01			15.71		
Approach LOS	A			D			B			B		
d_I, Intersection Delay [s/veh]	19.52											
Intersection LOS	B											
Intersection V/C	0.588											

Sequence

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



Intersection Level Of Service Report
Intersection 19: I-15 NB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 NB Ramps			I-15 NB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	296	2	279	0	0	0	164	423	0	0	466	254
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	2	279	0	0	0	164	423	0	0	466	254
Peak Hour Factor	0.9720	0.9720	0.9720	1.0000	1.0000	1.0000	0.9720	0.9720	1.0000	1.0000	0.9720	0.9720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	1	72	0	0	0	42	109	0	0	120	65
Total Analysis Volume [veh/h]	305	2	287	0	0	0	169	435	0	0	479	261
Presence of On-Street Parking	No		No				No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	0	0	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	64	0	0	0	0	11	26	0	0	15	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	7	0	0	4	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No					No	No			No	
Maximum Recall		No					No	No			No	
Pedestrian Recall		No					No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	19		11	63	48	48
g / C, Green / Cycle	0.22	0.22		0.12	0.70	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.17	0.18		0.10	0.12	0.20	0.22
s, saturation flow rate [veh/h]	1774	1585		1774	3547	1863	1657
c, Capacity [veh/h]	382	341		210	2468	993	883
d1, Uniform Delay [s]	33.49	33.91		38.69	4.74	12.24	12.63
k, delay calibration	0.11	0.11		0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.88	5.83		7.12	0.16	1.07	1.46
d3, Initial Queue Delay [s]	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

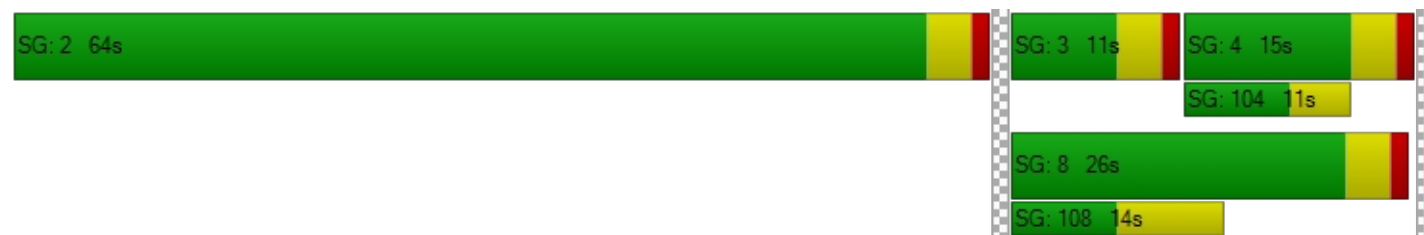
X, volume / capacity	0.80	0.85		0.81	0.18	0.37	0.42
d, Delay for Lane Group [s/veh]	37.37	39.74		45.81	4.90	13.31	14.09
Lane Group LOS	D	D		D	A	B	B
Critical Lane Group	No	Yes		Yes	No	No	Yes
50th-Percentile Queue Length [veh]	6.58	6.47		4.00	1.22	4.35	4.54
50th-Percentile Queue Length [ft]	164.47	161.76		99.90	30.56	108.69	113.48
95th-Percentile Queue Length [veh]	10.79	10.64		7.19	2.20	7.77	8.03
95th-Percentile Queue Length [ft]	269.63	266.06		179.82	55.01	194.17	200.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.37	39.74	39.74	0.00	0.00	0.00	45.81	4.90	0.00	0.00	13.49	14.09
Movement LOS	D	D	D				D	A			B	B
d_A, Approach Delay [s/veh]	38.52			0.00			16.35			13.70		
Approach LOS	D			A			B			B		
d_I, Intersection Delay [s/veh]	22.13											
Intersection LOS	C											
Intersection V/C	0.578											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 20: Corydon Road at Palomar Street

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.379

Intersection Setup

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Corydon Road			Corydon Road			Palomar Street			Palomar Street		
Base Volume Input [veh/h]	4	346	17	54	303	105	123	15	4	16	18	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	346	17	54	303	105	123	15	4	16	18	45
Peak Hour Factor	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	92	5	14	81	28	33	4	1	4	5	12
Total Analysis Volume [veh/h]	4	368	18	58	323	112	131	16	4	17	19	48
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	49	0	12	50	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	18	0	0	14	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	57	57	5	61	61	16	16	16	16	16
g / C, Green / Cycle	0.01	0.63	0.63	0.06	0.68	0.68	0.18	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.00	0.20	0.01	0.03	0.12	0.12	0.10	0.01	0.00	0.01	0.04
s, saturation flow rate [veh/h]	1774	1863	1583	1774	1863	1703	1329	1863	1583	1392	1654
c, Capacity [veh/h]	14	1173	997	106	1270	1161	236	330	280	282	293
d1, Uniform Delay [s]	44.41	7.68	6.24	41.13	5.18	5.19	38.90	30.75	30.56	33.29	31.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.29	0.70	0.03	4.32	0.30	0.34	2.04	0.06	0.02	0.09	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.31	0.02	0.55	0.18	0.18	0.56	0.05	0.01	0.06	0.23
d, Delay for Lane Group [s/veh]	55.70	8.38	6.27	45.45	5.48	5.53	40.93	30.81	30.58	33.38	32.17
Lane Group LOS	E	A	A	D	A	A	D	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh]	0.13	3.14	0.12	1.36	1.40	1.32	2.92	0.29	0.07	0.33	1.27
50th-Percentile Queue Length [ft]	3.27	78.61	3.12	34.10	35.04	33.05	73.05	7.28	1.81	8.13	31.70
95th-Percentile Queue Length [veh]	0.24	5.66	0.22	2.46	2.52	2.38	5.26	0.52	0.13	0.59	2.28
95th-Percentile Queue Length [ft]	5.89	141.51	5.62	61.39	63.07	59.48	131.50	13.10	3.26	14.63	57.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.70	8.38	6.27	45.45	5.50	5.53	40.93	30.81	30.58	33.38	32.17	32.17
Movement LOS	E	A	A	D	A	A	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.77			10.21			39.59			32.41		
Approach LOS	A			B			D			C		
d_I, Intersection Delay [s/veh]	15.34											
Intersection LOS	B											
Intersection V/C	0.379											

Sequence

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



Intersection Level Of Service Report

Intersection 21: Mission Trail at Palomar Street

Control Type: Two-way stop
 Analysis Method: HCM 2010
 Analysis Period: 15 minutes

Delay (sec / veh): 12.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.138

Intersection Setup

Name	Palomar Street		Mission Trail		Palomar Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00		50.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Palomar Street		Mission Trail		Palomar Street	
Base Volume Input [veh/h]	56	216	241	65	77	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	216	241	65	77	76
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	57	64	17	20	20
Total Analysis Volume [veh/h]	59	229	255	69	81	80
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.14	0.10
d_M, Delay for Movement [s/veh]	8.06	0.00	0.00	0.00	12.09	10.12
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh]	0.15	0.00	0.00	0.00	0.48	0.34
95th-Percentile Queue Length [ft]	3.76	0.00	0.00	0.00	11.88	8.49
d_A, Approach Delay [s/veh]	1.65		0.00		11.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.93					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Stoneman Street at Grand Avenue

Control Type:	Two-way stop	Delay (sec / veh):	27.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.153

Intersection Setup

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	5	2	1	27	3	29	16	429	5	2	516	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	1	27	3	29	16	429	5	2	516	42
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	7	1	8	4	116	1	1	139	11
Total Analysis Volume [veh/h]	5	2	1	29	3	31	17	463	5	2	557	45
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.15	0.01	0.06	0.02	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	25.95	23.16	11.76	27.75	25.74	15.77	8.76	0.00	0.00	8.30	0.00	0.00
Movement LOS	D	C	B	D	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.12	0.12	0.12	0.85	0.85	0.85	0.05	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft]	3.06	3.06	3.06	21.37	21.37	21.37	1.33	0.00	0.00	0.14	0.00	0.00
d_A, Approach Delay [s/veh]	23.48			21.76			0.31			0.03		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	1.49											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 23: Corydon Road at Grand Avenue

Control Type:	Signalized	Delay (sec / veh):	10.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Corydon Road			Corydon Road			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	2	2	2	24	4	237	221	267	2	2	229	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	2	2	24	4	237	221	267	2	2	229	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	6	1	62	58	70	1	1	60	7
Total Analysis Volume [veh/h]	2	2	2	25	4	249	233	281	2	2	241	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Overlap	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	3	8	0	0	4	0
Auxiliary Signal Groups						3,6						
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	7	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	30	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	22	0	0	22	22	46	68	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	11	11	0	0	0	0	11	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No	No	No	No			No	
Maximum Recall		No			No	No	No	No			No	
Pedestrian Recall		No			No	No	No	No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	R	L	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	31	69	69	51	51
g / C, Green / Cycle	0.15	0.15	0.35	0.76	0.76	0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.00	0.02	0.16	0.18	0.15	0.00	0.15
s, saturation flow rate [veh/h]	1642	1522	1583	1262	1860	1092	1828
c, Capacity [veh/h]	296	299	553	996	1421	620	1027
d1, Uniform Delay [s]	32.83	33.23	22.62	3.25	2.97	11.51	10.14
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.14	0.57	0.12	0.31	0.01	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.02	0.10	0.45	0.23	0.20	0.00	0.26
d, Delay for Lane Group [s/veh]	32.85	33.37	23.19	3.37	3.28	11.52	10.77
Lane Group LOS	C	C	C	A	A	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh]	0.11	0.55	4.04	0.84	1.13	0.02	2.73
50th-Percentile Queue Length [ft]	2.83	13.87	101.12	21.12	28.36	0.53	68.36
95th-Percentile Queue Length [veh]	0.20	1.00	7.28	1.52	2.04	0.04	4.92
95th-Percentile Queue Length [ft]	5.10	24.96	182.02	38.01	51.04	0.95	123.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.85	32.85	32.85	33.37	33.37	23.19	3.37	3.28	3.28	11.52	10.77	10.77
Movement LOS	C	C	C	C	C	C	A	A	A	B	B	B
d_A, Approach Delay [s/veh]	32.85			24.25			3.32			10.77		
Approach LOS	C			C			A			B		
d_I, Intersection Delay [s/veh]	10.81											
Intersection LOS	B											
Intersection V/C	0.382											

Sequence

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



Intersection Level Of Service Report
Intersection 25: Diamond Drive at Olive Street

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Diamond Drive		Diamond Drive		Olive Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Diamond Drive		Diamond Drive		Olive Street	
Base Volume Input [veh/h]	75	11	2	59	10	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	11	2	59	10	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	3	1	16	3	1
Total Analysis Volume [veh/h]	79	12	2	62	11	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.40	0.00	9.24	8.61
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.07	0.03	0.05	0.05
95th-Percentile Queue Length [ft]	0.00	0.00	1.63	0.82	1.20	1.20
d_A, Approach Delay [s/veh]	0.00		0.23		9.11	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.84					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 26: "A" Street at Olive Street

Control Type: Roundabout
 Analysis Method: HCM
 Analysis Period: 15 minutes

Delay (sec / veh): 3.8
 Level Of Service: A

Intersection Setup

Name	"A" Street		Olive Street		Olive Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	"A" Street		Olive Street		Olive Street	
Base Volume Input [veh/h]	2	61	13	3	67	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	61	13	3	67	12
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	16	3	1	18	3
Total Analysis Volume [veh/h]	2	64	14	3	71	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	14		72		2	
Exiting Flow Rate [veh/h]	14		72		2	
Demand Flow Rate [veh/h]	2	61	13	3	67	12
Adjusted Demand Flow Rate [veh/h]	2	64	14	3	71	13

Lanes

Overwrite Calculated Critical Headway	No		No		No	
User-Defined Critical Headway [s]	4.00		4.00		4.00	
Overwrite Calculated Follow-Up Time	No		No		No	
User-Defined Follow-Up Time [s]	3.00		3.00		3.00	
A (intercept)	1130.00		1130.00		1130.00	
B (coefficient)	0.00100		0.00100		0.00100	
HV Adjustment Factor	0.98		0.98		0.98	
Entry Flow Rate [veh/h]	68		18		86	
Capacity of Entry and Bypass Lanes [veh/h]	1114		1052		1128	
Pedestrian Impedance	1.00		1.00		1.00	
Capacity per Entry Lane [veh/h]	1093		1031		1106	
X, volume / capacity	0.06		0.02		0.08	

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.19	0.05	0.25
95th-Percentile Queue Length [ft]	4.82	1.26	6.16
Approach Delay [s/veh]	3.81	3.63	3.90
Approach LOS	A	A	A
Intersection Delay [s/veh]	3.84		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 27: "A" Street at Victorian Lane

Control Type: Roundabout
 Analysis Method: HCM
 Analysis Period: 15 minutes

Delay (sec / veh): 3.7
 Level Of Service: A

Intersection Setup

Name	"A" Street		"A" Street		Victorian Lane	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	"A" Street		"A" Street		Victorian Lane	
Base Volume Input [veh/h]	26	5	31	22	5	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	5	31	22	5	38
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	8	6	1	10
Total Analysis Volume [veh/h]	27	5	33	23	5	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	34		5		28	
Exiting Flow Rate [veh/h]	34		5		28	
Demand Flow Rate [veh/h]	26	5	31	22	5	38
Adjusted Demand Flow Rate [veh/h]	27	5	33	23	5	40

Lanes

Overwrite Calculated Critical Headway	No		No		No	
User-Defined Critical Headway [s]	4.00		4.00		4.00	
Overwrite Calculated Follow-Up Time	No		No		No	
User-Defined Follow-Up Time [s]	3.00		3.00		3.00	
A (intercept)	1130.00		1130.00		1130.00	
B (coefficient)	0.00100		0.00100		0.00100	
HV Adjustment Factor	0.98		0.98		0.98	
Entry Flow Rate [veh/h]	33		58		46	
Capacity of Entry and Bypass Lanes [veh/h]	1093		1125		1100	
Pedestrian Impedance	1.00		1.00		1.00	
Capacity per Entry Lane [veh/h]	1072		1103		1078	
X, volume / capacity	0.03		0.05		0.04	

Movement, Approach, & Intersection Results

Lane LOS	A	A	A
95th-Percentile Queue Length [veh]	0.09	0.16	0.13
95th-Percentile Queue Length [ft]	2.31	4.01	3.26
Approach Delay [s/veh]	3.61	3.69	3.69
Approach LOS	A	A	A
Intersection Delay [s/veh]	3.68		
Intersection LOS	A		

Intersection Level Of Service Report
Intersection 28: "A" Street at Cereal Street

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	"A" Street		Cereal Street		Cereal Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	"A" Street		Cereal Street		Cereal Street	
Base Volume Input [veh/h]	9	17	16	132	129	14
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	17	16	132	129	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	35	34	4
Total Analysis Volume [veh/h]	9	18	17	139	136	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.20	8.84	7.55	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.10	0.10	0.17	0.09	0.00	0.00
95th-Percentile Queue Length [ft]	2.41	2.41	4.33	2.17	0.00	0.00
d_A, Approach Delay [s/veh]	9.29		0.82		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.14					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 29: Lucerne Street at Sylvester Street

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.125

Intersection Setup

Name	Lucerne Street		Lucerne Street		Sylvester Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Lucerne Street		Lucerne Street		Sylvester Street	
Base Volume Input [veh/h]	399	57	24	423	42	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	399	57	24	423	42	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	15	6	111	11	7
Total Analysis Volume [veh/h]	420	60	25	445	44	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.13	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	8.42	0.00	16.69	9.92
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh]	0.00	0.00	0.83	0.41	0.42	0.12
95th-Percentile Queue Length [ft]	0.00	0.00	20.73	10.36	10.60	2.97
d_A, Approach Delay [s/veh]	0.00		0.45		14.00	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.20					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 30: Stoneman Street at Cereal Street

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.230

Intersection Setup

Name	Stoneman Street		Cereal Street		Cereal Street	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoneman Street		Cereal Street		Cereal Street	
Base Volume Input [veh/h]	66	109	125	69	109	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	109	125	69	109	107
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	29	33	18	29	28
Total Analysis Volume [veh/h]	69	115	132	73	115	113
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	29	0	22	0	39	61
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	18	0	11	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	9	62	62	8	73
g / C, Green / Cycle	0.10	0.10	0.69	0.69	0.08	0.81
(v / s)_i Volume / Saturation Flow Rate	0.04	0.07	0.06	0.06	0.06	0.03
s, saturation flow rate [veh/h]	1774	1583	1863	1655	1774	3547
c, Capacity [veh/h]	172	153	1277	1134	150	2888
d1, Uniform Delay [s]	38.21	39.60	4.71	4.75	40.37	1.60
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.51	7.13	0.12	0.16	8.02	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.75	0.08	0.09	0.77	0.04
d, Delay for Lane Group [s/veh]	39.72	46.73	4.84	4.91	48.38	1.63
Lane Group LOS	D	D	A	A	D	A
Critical Lane Group	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	1.49	2.75	0.58	0.59	2.80	0.11
50th-Percentile Queue Length [ft]	37.17	68.70	14.55	14.80	69.88	2.81
95th-Percentile Queue Length [veh]	2.68	4.95	1.05	1.07	5.03	0.20
95th-Percentile Queue Length [ft]	66.91	123.66	26.19	26.64	125.79	5.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.72	46.73	4.85	4.91	48.38	1.63
Movement LOS	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	44.10		4.87		25.21	
Approach LOS	D		A		C	
d_I, Intersection Delay [s/veh]	24.09					
Intersection LOS	C					
Intersection V/C	0.230					

Sequence

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



APPENDIX D-III

**EXISTING WITH ELSP PROJECT BUILDOUT
WITH MITIGATION TRAFFIC CONDITIONS**

Intersection Level Of Service Report
Intersection 5: Lucerne Street at Lakeshore Drive

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Base Volume Input [veh/h]	406	127	348	110	32	241
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	406	127	348	110	32	241
Peak Hour Factor	0.8430	0.8430	0.8430	0.8430	0.8430	0.8430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	120	38	103	33	9	71
Total Analysis Volume [veh/h]	482	151	413	130	38	286
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	57	0	22	0	11	33
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	11	0	11	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	47	4	55
g / C, Green / Cycle	0.30	0.30	0.52	0.05	0.61
(v / s)_i Volume / Saturation Flow Rate	0.27	0.10	0.30	0.02	0.15
s, saturation flow rate [veh/h]	1774	1583	1787	1774	1863
c, Capacity [veh/h]	535	478	923	87	1135
d1, Uniform Delay [s]	30.15	24.27	15.14	41.62	8.11
k, delay calibration	0.11	0.11	0.50	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.83	0.38	2.75	3.45	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.32	0.59	0.44	0.25
d, Delay for Lane Group [s/veh]	35.98	24.65	17.89	45.07	8.64
Lane Group LOS	D	C	B	D	A
Critical Lane Group	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	10.52	2.48	7.35	0.87	2.26
50th-Percentile Queue Length [ft]	262.95	62.10	183.66	21.72	56.54
95th-Percentile Queue Length [veh]	15.84	4.47	11.79	1.56	4.07
95th-Percentile Queue Length [ft]	395.92	111.78	294.79	39.10	101.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.98	24.65	17.89	17.89	45.07	8.64
Movement LOS	D	C	B	B	D	A
d_A, Approach Delay [s/veh]	33.28		17.89		12.92	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	23.31					
Intersection LOS	C					
Intersection V/C	0.689					

Sequence

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



Intersection Level Of Service Report**Intersection 6: Diamond Drive at Lakeshore Drive/Mission Trail**

Control Type:	Signalized	Delay (sec / veh):	46.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Base Volume Input [veh/h]	23	102	101	269	54	289	328	166	13	120	158	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	102	101	269	54	289	328	166	13	120	158	224
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	27	27	71	14	76	87	44	3	32	42	59
Total Analysis Volume [veh/h]	24	108	107	285	57	306	347	176	14	127	167	237
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal group	5	2	0	1	6	0	3	8	0	7	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	17	32	0	15	30	0	34	32	0	41	39	39
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	21	0	0	18	0	0	21	0	0	28	28
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	4	59	59	11	66	66	25	24	24	11	9	24
g / C, Green / Cycle	0.03	0.49	0.49	0.09	0.55	0.55	0.21	0.20	0.20	0.09	0.07	0.20
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.07	0.08	0.03	0.19	0.20	0.05	0.05	0.07	0.05	0.15
s, saturation flow rate [veh/h]	1774	3547	1583	3445	1863	1583	1774	1863	1815	1774	3547	1583
c, Capacity [veh/h]	59	1730	772	318	1019	866	376	369	360	157	264	317
d1, Uniform Delay [s]	56.90	16.24	16.89	53.93	12.70	15.26	46.32	40.69	40.70	53.74	53.96	45.18
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.29	0.11	0.11	0.11	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.53	0.07	0.37	8.93	0.10	1.13	20.72	0.37	0.38	9.52	2.49	14.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.06	0.14	0.90	0.06	0.35	0.92	0.26	0.26	0.81	0.63	0.75
d, Delay for Lane Group [s/veh]	61.43	16.31	17.26	62.85	12.81	16.40	67.04	41.06	41.08	63.25	56.46	60.11
Lane Group LOS	E	B	B	E	B	B	E	D	D	E	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.79	0.81	1.71	4.65	0.75	4.90	12.26	2.45	2.40	4.18	2.54	7.95
50th-Percentile Queue Length [ft]	19.71	20.16	42.68	116.23	18.67	122.48	306.40	61.27	60.06	104.47	63.57	198.65
95th-Percentile Queue Length [veh]	1.42	1.45	3.07	8.19	1.34	8.53	18.00	4.41	4.32	7.52	4.58	12.57
95th-Percentile Queue Length [ft]	35.47	36.28	76.83	204.64	33.61	213.22	449.93	110.29	108.10	188.05	114.42	314.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.43	16.31	17.26	62.85	12.81	16.40	67.04	41.07	41.08	63.25	56.46	60.11
Movement LOS	E	B	B	E	B	B	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	21.26			36.51			57.85			59.71		
Approach LOS	C			D			E			E		
d_I, Intersection Delay [s/veh]	46.81											
Intersection LOS	D											
Intersection V/C	0.589											

Sequence

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



Intersection Level Of Service Report

Intersection 12: Mission Trail at Victorian Lane

Control Type:	Two-way stop	Delay (sec / veh):	16.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

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

Volumes

Name	Mission Trail			Mission Trail			Victoria Lane			Victoria Lane		
Base Volume Input [veh/h]	13	653	5	2	532	8	6	6	8	3	5	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	653	5	2	532	8	6	6	8	3	5	2
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	176	1	1	144	2	2	2	2	1	1	1
Total Analysis Volume [veh/h]	14	705	5	2	575	9	6	6	9	3	5	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00	0.02	0.02	0.01	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	8.70	0.00	0.00	9.08	0.00	0.00	14.98	16.36	10.51	16.51	16.34	10.90
Movement LOS	A	A	A	A	A	A	B	C	B	C	C	B
95th-Percentile Queue Length [veh]	1.70	0.85	0.00	1.46	0.73	0.00	0.15	0.15	0.15	0.09	0.09	0.09
95th-Percentile Queue Length [ft]	42.54	21.27	0.00	36.40	18.20	0.00	3.69	3.69	3.69	2.14	2.14	2.14
d_A, Approach Delay [s/veh]	0.17			0.03			13.46			15.30		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	0.43											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 17: Orange Street at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	52.1
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.903

Intersection Setup

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	11	68	340	207	36	8	27	526	17	286	428	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	68	340	207	36	8	27	526	17	286	428	105
Peak Hour Factor	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170	0.8170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	21	104	63	11	2	8	161	5	88	131	32
Total Analysis Volume [veh/h]	13	83	416	253	44	10	33	644	21	350	524	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	19	47	0	37	65	0	11	25	0	11	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	14	0	0	11	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	34	34	19	51	5	25	25	26	46	46
g / C, Green / Cycle	0.02	0.28	0.28	0.16	0.42	0.04	0.21	0.21	0.21	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.01	0.04	0.26	0.14	0.03	0.02	0.18	0.18	0.20	0.18	0.18
s, saturation flow rate [veh/h]	1774	1863	1583	1774	1804	1774	1863	1842	1774	1863	1737
c, Capacity [veh/h]	38	529	449	285	763	71	390	385	378	712	664
d1, Uniform Delay [s]	57.91	32.23	41.76	49.32	20.60	56.40	45.74	45.75	46.33	27.97	27.97
k, delay calibration	0.11	0.11	0.14	0.11	0.11	0.11	0.50	0.50	0.31	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.21	0.14	10.47	9.10	0.04	4.74	20.94	21.21	22.01	2.26	2.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

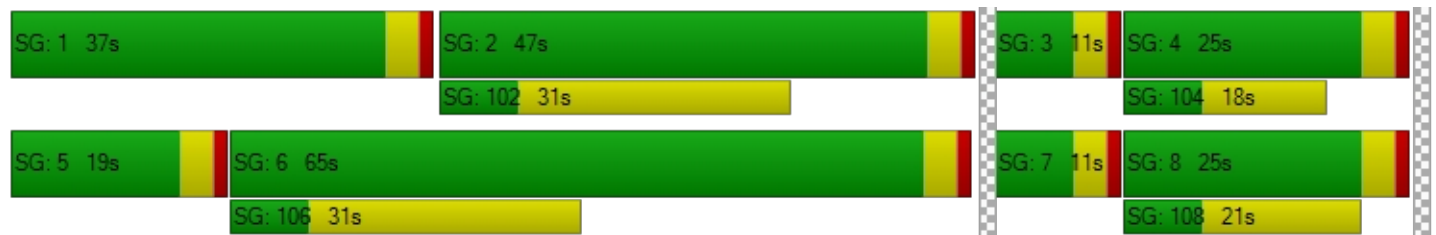
X, volume / capacity	0.34	0.16	0.93	0.89	0.07	0.47	0.86	0.86	0.93	0.47	0.47
d, Delay for Lane Group [s/veh]	63.11	32.36	52.24	58.41	20.63	61.14	66.68	66.96	68.34	30.23	30.39
Lane Group LOS	E	C	D	E	C	E	E	E	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	0.44	1.84	13.16	8.13	0.92	1.07	11.83	11.74	12.49	7.75	7.25
50th-Percentile Queue Length [ft]	11.12	46.11	328.90	203.21	22.95	26.83	295.74	293.45	312.27	193.65	181.36
95th-Percentile Queue Length [veh]	0.80	3.32	19.10	12.80	1.65	1.93	17.47	17.36	18.29	12.31	11.67
95th-Percentile Queue Length [ft]	20.01	83.00	477.61	320.10	41.32	48.29	436.76	433.92	457.17	307.76	291.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.11	32.36	52.24	58.41	20.63	20.63	61.14	66.82	66.96	68.34	30.29	30.39
Movement LOS	E	C	D	E	C	C	E	E	E	E	C	C
d_A, Approach Delay [s/veh]	49.29			51.77			66.55			43.58		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	52.10											
Intersection LOS	D											
Intersection V/C	0.903											

Sequence

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



Intersection Level Of Service Report
Intersection 18: I-15 SB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	53.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.027

Intersection Setup

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	0	0	175	1	273	0	482	601	432	580	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	175	1	273	0	482	601	432	580	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.8610	0.8610	0.8610	1.0000	0.8610	0.8610	0.8610	0.8610	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	51	0	79	0	140	175	125	168	0
Total Analysis Volume [veh/h]	0	0	0	203	1	317	0	560	698	502	674	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	7	0	0	7	0	7	7	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	28	0	0	55	0	37	92	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	4	0	0	7	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	C	C	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		24	24	51	51	33	88
g / C, Green / Cycle		0.20	0.20	0.43	0.43	0.27	0.73
(v / s)_i Volume / Saturation Flow Rate		0.11	0.20	0.16	0.44	0.28	0.13
s, saturation flow rate [veh/h]		1774	1584	3547	1583	1774	5074
c, Capacity [veh/h]		355	317	1509	674	487	3720
d1, Uniform Delay [s]		43.33	47.98	23.50	34.46	43.53	4.92
k, delay calibration		0.13	0.44	0.50	0.50	0.48	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		1.74	48.30	0.70	44.28	48.23	0.11
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

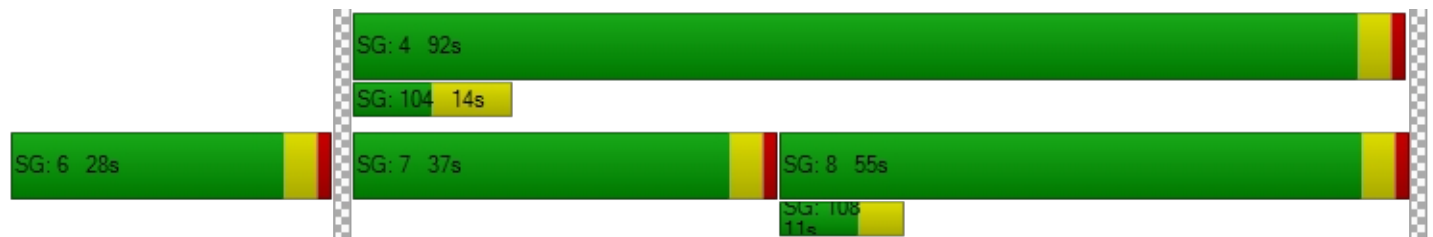
X, volume / capacity		0.57	1.00	0.37	1.04	1.03	0.18
d, Delay for Lane Group [s/veh]		45.08	96.28	24.21	78.73	91.76	5.03
Lane Group LOS		D	F	C	F	F	A
Critical Lane Group		No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh]		5.62	13.68	5.56	27.37	20.79	1.59
50th-Percentile Queue Length [ft]		140.56	341.94	138.91	684.28	519.85	39.82
95th-Percentile Queue Length [veh]		9.51	19.78	9.42	36.92	28.84	2.87
95th-Percentile Queue Length [ft]		237.77	494.40	235.56	922.93	720.90	71.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	45.08	96.28	96.28	0.00	24.21	78.73	91.76	5.03	0.00
Movement LOS				D	F	F		C	F	F	A	
d_A, Approach Delay [s/veh]	0.00			76.33			54.46			42.05		
Approach LOS	A			E			D			D		
d_I, Intersection Delay [s/veh]	53.38											
Intersection LOS	D											
Intersection V/C	1.027											

Sequence

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



Intersection Level Of Service Report
Intersection 22: Stoneman Street at Grand Avenue

Control Type:	Two-way stop	Delay (sec / veh):	45.0
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	37	0	1	18	0	33	11	506	23	4	668	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	0	1	18	0	33	11	506	23	4	668	18
Peak Hour Factor	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540	0.8540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	0	5	0	10	3	148	7	1	196	5
Total Analysis Volume [veh/h]	43	0	1	21	0	39	13	593	27	5	782	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	No		
Number of Storage Spaces in Median	2	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.19	0.00	0.10	0.02	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	21.80	19.86	15.05	45.02	40.13	21.35	9.46	0.00	0.00	8.77	0.00	0.00
Movement LOS	C	C	C	E	E	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.60	0.60	0.60	1.16	1.16	1.16	0.05	0.00	0.00	0.02	0.00	0.00
95th-Percentile Queue Length [ft]	14.95	14.95	14.95	29.12	29.12	29.12	1.21	0.00	0.00	0.39	0.00	0.00
d_A, Approach Delay [s/veh]	21.65			29.64			0.19			0.05		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	1.88											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 5: Lucerne Street at Lakeshore Drive

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Base Volume Input [veh/h]	191	50	347	449	59	524
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	191	50	347	449	59	524
Peak Hour Factor	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	14	100	129	17	150
Total Analysis Volume [veh/h]	219	57	398	515	68	602
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	62	0	22	0	11	33
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	11	0	11	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	60	6	70
g / C, Green / Cycle	0.18	0.63	0.06	0.73
(v / s)_i Volume / Saturation Flow Rate	0.16	0.54	0.04	0.32
s, saturation flow rate [veh/h]	1731	1694	1774	1863
c, Capacity [veh/h]	317	1064	111	1365
d1, Uniform Delay [s]	37.70	14.26	43.43	5.02
k, delay calibration	0.11	0.50	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.29	8.98	5.41	1.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.86	0.61	0.44
d, Delay for Lane Group [s/veh]	45.00	23.24	48.84	6.06
Lane Group LOS	D	C	D	A
Critical Lane Group	Yes	Yes	Yes	No
50th-Percentile Queue Length [veh]	6.77	15.00	1.66	3.50
50th-Percentile Queue Length [ft]	169.36	375.11	41.62	87.47
95th-Percentile Queue Length [veh]	11.04	21.36	3.00	6.30
95th-Percentile Queue Length [ft]	276.07	533.93	74.92	157.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.00	45.00	23.24	23.24	48.84	6.06
Movement LOS	D	D	C	C	D	A
d_A, Approach Delay [s/veh]	45.00		23.24		10.40	
Approach LOS	D		C		B	
d_I, Intersection Delay [s/veh]	21.84					
Intersection LOS	C					
Intersection V/C	0.843					

Sequence

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



Intersection Level Of Service Report**Intersection 6: Diamond Drive at Lakeshore Drive/Mission Trail**

Control Type:	Signalized	Delay (sec / veh):	67.7
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

Intersection Setup

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Base Volume Input [veh/h]	55	66	206	443	73	392	426	386	36	218	287	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	66	206	443	73	392	426	386	36	218	287	121
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	17	54	116	19	102	111	101	9	57	75	32
Total Analysis Volume [veh/h]	57	69	215	462	76	409	445	403	38	228	300	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal group	5	2	0	1	6	0	3	8	0	7	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	18	32	0	18	32	0	31	32	0	38	39	39
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	21	0	0	18	0	0	21	0	0	28	28
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	6	50	50	14	58	58	27	22	22	18	13	31
g / C, Green / Cycle	0.05	0.42	0.42	0.12	0.48	0.48	0.22	0.19	0.19	0.15	0.11	0.26
(v / s)_i Volume / Saturation Flow Rate	0.03	0.02	0.14	0.13	0.04	0.26	0.25	0.12	0.12	0.13	0.08	0.08
s, saturation flow rate [veh/h]	1774	3547	1583	3445	1863	1583	1774	1863	1807	1774	3547	1583
c, Capacity [veh/h]	89	1480	661	404	901	766	399	346	336	260	381	408
d1, Uniform Delay [s]	55.93	20.79	23.59	53.00	16.67	21.55	46.53	45.24	45.25	50.16	52.25	35.93
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.18
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.31	0.06	1.31	72.24	0.18	2.66	80.00	2.04	2.10	9.09	3.65	0.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

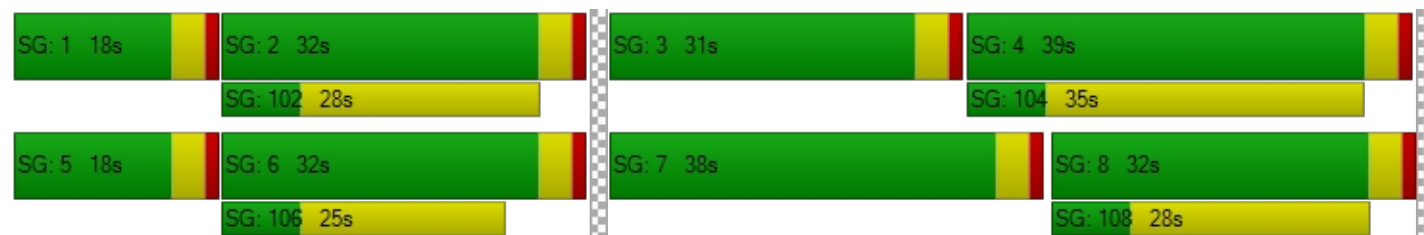
X, volume / capacity	0.64	0.05	0.33	1.14	0.08	0.53	1.11	0.65	0.65	0.88	0.79	0.31
d, Delay for Lane Group [s/veh]	63.24	20.85	24.90	125.24	16.85	24.21	126.53	47.28	47.35	59.25	55.90	36.65
Lane Group LOS	E	C	C	F	B	C	F	D	D	E	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh]	1.88	0.59	4.35	10.12	1.18	8.45	20.69	6.37	6.19	7.35	4.60	3.08
50th-Percentile Queue Length [ft]	46.93	14.85	108.83	252.96	29.48	211.31	517.30	159.23	154.65	183.69	114.96	76.92
95th-Percentile Queue Length [veh]	3.38	1.07	7.77	16.18	2.12	13.22	29.91	10.51	10.26	11.79	8.12	5.54
95th-Percentile Queue Length [ft]	84.47	26.73	194.37	404.56	53.07	330.51	747.68	262.70	256.62	294.83	202.88	138.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.24	20.85	24.90	125.24	16.85	24.21	126.53	47.31	47.35	59.25	55.90	36.65
Movement LOS	E	C	C	F	B	C	F	D	D	E	E	D
d_A, Approach Delay [s/veh]	30.49			72.91			87.10			53.36		
Approach LOS	C			E			F			D		
d_I, Intersection Delay [s/veh]	67.72											
Intersection LOS	E											
Intersection V/C	0.722											

Sequence

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



Intersection Level Of Service Report

Intersection 12: Mission Trail at Victorian Lane

Control Type:	Two-way stop	Delay (sec / veh):	20.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

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

Volumes

Name	Mission Trail			Mission Trail			Victoria Lane			Victoria Lane		
Base Volume Input [veh/h]	11	644	5	3	702	8	11	8	19	1	24	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	644	5	3	702	8	11	8	19	1	24	1
Peak Hour Factor	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	178	1	1	194	2	3	2	5	0	7	0
Total Analysis Volume [veh/h]	12	712	6	3	777	9	12	9	21	1	27	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00	0.05	0.03	0.03	0.00	0.09	0.00
d_M, Delay for Movement [s/veh]	9.41	0.00	0.00	9.11	0.00	0.00	20.81	18.73	12.20	18.78	19.00	12.01
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh]	2.27	1.14	0.00	2.35	1.18	0.00	0.38	0.38	0.38	0.33	0.33	0.33
95th-Percentile Queue Length [ft]	56.81	28.40	0.00	58.79	29.40	0.00	9.59	9.59	9.59	8.23	8.23	8.23
d_A, Approach Delay [s/veh]	0.15			0.03			16.06			18.75		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	0.85											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 17: Orange Street at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.572

Intersection Setup

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	23	65	183	143	34	15	32	502	19	188	619	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	65	183	143	34	15	32	502	19	188	619	238
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	17	47	37	9	4	8	130	5	49	160	61
Total Analysis Volume [veh/h]	24	67	189	148	35	15	33	518	20	194	639	246
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	35	0	14	35	0	11	25	0	16	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	14	0	0	11	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	13	13	9	19	4	40	40	12	48	48
g / C, Green / Cycle	0.04	0.15	0.15	0.10	0.21	0.04	0.44	0.44	0.13	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.01	0.04	0.12	0.08	0.03	0.02	0.15	0.15	0.11	0.25	0.25
s, saturation flow rate [veh/h]	1774	1863	1583	1774	1769	1774	1863	1838	1774	1863	1689
c, Capacity [veh/h]	65	271	231	183	375	80	821	811	236	985	893
d1, Uniform Delay [s]	42.43	34.14	37.37	39.59	28.81	41.91	16.49	16.49	38.05	13.32	13.32
k, delay calibration	0.11	0.11	0.11	0.21	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.49	0.47	7.04	14.91	0.16	3.40	1.07	1.09	6.99	1.61	1.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.25	0.82	0.81	0.13	0.41	0.33	0.33	0.82	0.47	0.47
d, Delay for Lane Group [s/veh]	45.91	34.61	44.41	54.50	28.97	45.31	17.56	17.58	45.04	14.93	15.11
Lane Group LOS	D	C	D	D	C	D	B	B	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	0.58	1.32	4.42	3.92	0.88	0.78	3.75	3.71	4.56	5.92	5.41
50th-Percentile Queue Length [ft]	14.49	33.04	110.58	97.95	22.08	19.56	93.69	92.80	113.96	147.93	135.33
95th-Percentile Queue Length [veh]	1.04	2.38	7.87	7.05	1.59	1.41	6.75	6.68	8.06	9.91	9.23
95th-Percentile Queue Length [ft]	26.08	59.48	196.81	176.31	39.75	35.21	168.64	167.03	201.49	247.66	230.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.91	34.61	44.41	54.50	28.97	28.97	45.31	17.57	17.58	45.04	14.98	15.11
Movement LOS	D	C	D	D	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	42.19			48.05			19.17			20.41		
Approach LOS	D			D			B			C		
d_I, Intersection Delay [s/veh]	25.52											
Intersection LOS	C											
Intersection V/C	0.572											

Sequence

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



Intersection Level Of Service Report
Intersection 18: I-15 SB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	0	0	377	2	331	0	494	362	236	775	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	377	2	331	0	494	362	236	775	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9750	0.9750	0.9750	1.0000	0.9750	0.9750	0.9750	0.9750	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	97	1	85	0	127	93	61	199	0
Total Analysis Volume [veh/h]	0	0	0	387	2	339	0	507	371	242	795	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	7	0	0	7	0	7	7	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	64	0	0	15	0	11	26	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	4	0	0	7	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	C	C	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		23	23	41	41	14	59
g / C, Green / Cycle		0.25	0.25	0.45	0.45	0.16	0.66
(v / s)_i Volume / Saturation Flow Rate		0.22	0.22	0.14	0.23	0.14	0.16
s, saturation flow rate [veh/h]		1774	1585	3547	1583	1774	5074
c, Capacity [veh/h]		449	401	1605	716	286	3339
d1, Uniform Delay [s]		32.12	31.99	15.75	17.63	36.70	6.25
k, delay calibration		0.11	0.11	0.50	0.50	0.11	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		4.99	5.10	0.52	2.67	6.86	0.17
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

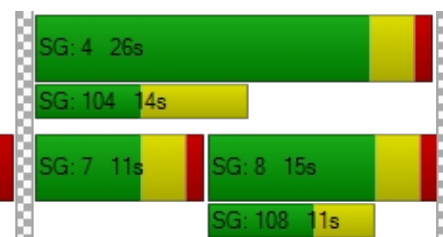
X, volume / capacity		0.86	0.85	0.32	0.52	0.85	0.24
d, Delay for Lane Group [s/veh]		37.10	37.09	16.26	20.29	43.55	6.41
Lane Group LOS		D	D	B	C	D	A
Critical Lane Group		Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]		8.44	7.43	3.31	5.76	5.62	1.83
50th-Percentile Queue Length [ft]		211.01	185.78	82.73	144.07	140.41	45.81
95th-Percentile Queue Length [veh]		13.20	11.90	5.96	9.70	9.50	3.30
95th-Percentile Queue Length [ft]		330.12	297.54	148.92	242.49	237.58	82.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	37.10	37.09	37.09	0.00	16.26	20.29	43.55	6.41	0.00
Movement LOS				D	D	D		B	C	D	A	
d_A, Approach Delay [s/veh]	0.00			37.10			17.97			15.08		
Approach LOS	A			D			B			B		
d_I, Intersection Delay [s/veh]	22.10											
Intersection LOS	C											
Intersection V/C	0.679											

Sequence

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



Intersection Level Of Service Report
Intersection 22: Stoneman Street at Grand Avenue

Control Type:	Two-way stop	Delay (sec / veh):	45.3
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.070

Intersection Setup

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	21	8	1	7	3	46	15	531	42	2	788	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	8	1	7	3	46	15	531	42	2	788	32
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	0	2	1	12	4	139	11	1	206	8
Total Analysis Volume [veh/h]	22	8	1	7	3	48	16	557	44	2	826	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	No		
Number of Storage Spaces in Median	2	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.03	0.00	0.07	0.02	0.13	0.02	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	22.49	19.58	14.03	45.29	38.43	18.98	9.70	0.00	0.00	8.70	0.00	0.00
Movement LOS	C	C	B	E	E	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.42	0.42	0.42	0.85	0.85	0.85	0.06	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft]	10.48	10.48	10.48	21.27	21.27	21.27	1.57	0.00	0.00	0.15	0.00	0.00
d_A, Approach Delay [s/veh]	21.46			23.16			0.25			0.02		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	1.39											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 5: Lucerne Street at Lakeshore Drive

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Lucerne Street		Lakeshore Drive		Lakeshore Drive	
Base Volume Input [veh/h]	257	159	417	370	62	616
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	257	159	417	370	62	616
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	43	113	100	17	167
Total Analysis Volume [veh/h]	278	172	452	401	67	667
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal group	5	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	57	0	22	0	11	33
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	11	0	11	0	0	0
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	R	C	L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	56	6	65
g / C, Green / Cycle	0.19	0.19	0.62	0.06	0.72
(v / s)_i Volume / Saturation Flow Rate	0.16	0.11	0.50	0.04	0.36
s, saturation flow rate [veh/h]	1774	1583	1720	1774	1863
c, Capacity [veh/h]	331	295	1059	114	1350
d1, Uniform Delay [s]	35.33	33.43	13.18	40.97	5.32
k, delay calibration	0.11	0.11	0.50	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.72	1.82	6.54	4.73	1.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.58	0.81	0.59	0.49
d, Delay for Lane Group [s/veh]	41.05	35.24	19.71	45.69	6.61
Lane Group LOS	D	D	B	D	A
Critical Lane Group	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh]	6.28	3.52	12.11	1.53	3.93
50th-Percentile Queue Length [ft]	157.07	87.97	302.86	38.29	98.30
95th-Percentile Queue Length [veh]	10.39	6.33	17.82	2.76	7.08
95th-Percentile Queue Length [ft]	259.84	158.35	445.56	68.93	176.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.05	35.24	19.71	19.71	45.69	6.61
Movement LOS	D	D	B	B	D	A
d_A, Approach Delay [s/veh]	38.83		19.71		10.18	
Approach LOS	D		B		B	
d_I, Intersection Delay [s/veh]	20.50					
Intersection LOS	C					
Intersection V/C	0.797					

Sequence

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



Intersection Level Of Service Report**Intersection 6: Diamond Drive at Lakeshore Drive/Mission Trail**

Control Type:	Signalized	Delay (sec / veh):	103.0
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.863

Intersection Setup

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Diamond Drive			Diamond Drive			Lakeshore Drive			Mission Trail		
Base Volume Input [veh/h]	43	57	222	545	52	408	491	138	6	207	293	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	57	222	545	52	408	491	138	6	207	293	302
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	15	58	142	14	106	128	36	2	54	76	79
Total Analysis Volume [veh/h]	45	59	232	569	54	426	513	144	6	216	306	315
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal group	5	2	0	1	6	0	3	8	0	7	4	4
Auxiliary Signal Groups												1,4
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	32	0	19	40	0	30	32	0	37	39	39
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	21	0	0	18	0	0	21	0	0	28	28
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	5	49	49	15	59	59	26	23	23	17	14	33
g / C, Green / Cycle	0.05	0.41	0.41	0.13	0.49	0.49	0.22	0.19	0.19	0.14	0.11	0.27
(v / s)_i Volume / Saturation Flow Rate	0.03	0.02	0.15	0.17	0.03	0.27	0.29	0.04	0.04	0.12	0.09	0.20
s, saturation flow rate [veh/h]	1774	3547	1583	3445	1863	1583	1774	1863	1837	1774	3547	1583
c, Capacity [veh/h]	82	1458	651	432	913	776	384	355	350	248	403	431
d1, Uniform Delay [s]	56.04	21.18	24.40	52.50	16.06	21.34	47.02	41.00	41.01	50.58	51.62	39.68
k, delay calibration	0.11	0.50	0.50	0.17	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.64	0.05	1.52	148.33	0.12	2.78	167.34	0.30	0.30	9.13	2.97	10.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

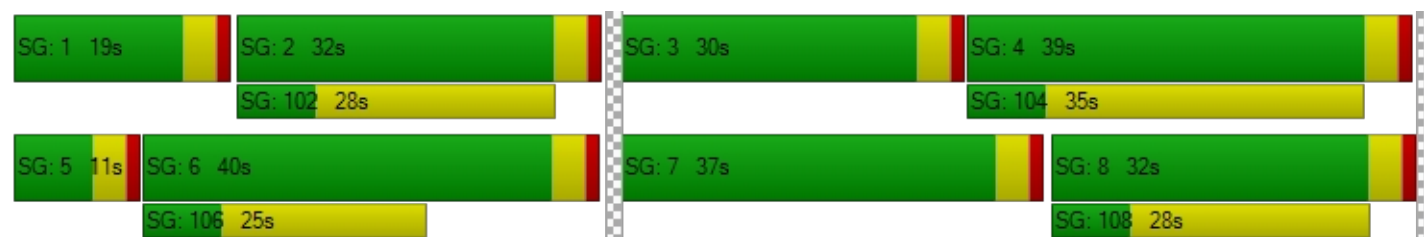
X, volume / capacity	0.55	0.04	0.36	1.32	0.06	0.55	1.33	0.21	0.21	0.87	0.76	0.73
d, Delay for Lane Group [s/veh]	61.67	21.23	25.92	200.83	16.19	24.12	214.36	41.30	41.31	59.71	54.59	50.10
Lane Group LOS	E	C	C	F	B	C	F	D	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh]	1.46	0.51	4.83	15.39	0.81	8.81	29.27	1.93	1.90	6.98	4.63	9.66
50th-Percentile Queue Length [ft]	36.60	12.82	120.63	384.87	20.37	220.25	731.75	48.15	47.55	174.38	115.84	241.53
95th-Percentile Queue Length [veh]	2.64	0.92	8.43	24.29	1.47	13.68	43.97	3.47	3.42	11.31	8.16	14.76
95th-Percentile Queue Length [ft]	65.88	23.07	210.69	607.22	36.67	341.95	1099.16	86.66	85.59	282.67	204.10	368.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.67	21.23	25.92	200.83	16.19	24.12	214.36	41.30	41.31	59.71	54.59	50.10
Movement LOS	E	C	C	F	B	C	F	D	D	E	D	D
d_A, Approach Delay [s/veh]	29.89			119.56			175.21			54.22		
Approach LOS	C			F			F			D		
d_I, Intersection Delay [s/veh]	102.95											
Intersection LOS	F											
Intersection V/C	0.863											

Sequence

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



Intersection Level Of Service Report

Intersection 12: Mission Trail at Victorian Lane

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.031

Intersection Setup

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

Volumes

Name	Mission Trail			Mission Trail			Victoria Lane			Victoria Lane		
Base Volume Input [veh/h]	24	679	2	1	699	14	9	13	15	7	9	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	679	2	1	699	14	9	13	15	7	9	3
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	186	1	0	192	4	2	4	4	2	2	1
Total Analysis Volume [veh/h]	26	745	2	1	767	15	10	14	16	8	10	3
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			Yes	Yes
Number of Storage Spaces in Median	0	0	2	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.00	0.00	0.01	0.00	0.04	0.05	0.03	0.03	0.04	0.00
d_M, Delay for Movement [s/veh]	9.47	0.00	0.00	9.20	0.00	0.00	19.36	19.36	12.22	20.04	19.51	11.77
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh]	2.49	1.25	0.00	2.42	1.21	0.00	0.38	0.38	0.38	0.24	0.24	0.24
95th-Percentile Queue Length [ft]	62.34	31.17	0.00	60.54	30.27	0.00	9.50	9.50	9.50	5.91	5.91	5.91
d_A, Approach Delay [s/veh]	0.32			0.01			16.51			18.61		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	0.81											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 17: Orange Street at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	26.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Orange Street			Orange Street			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	15	49	170	170	32	14	37	427	17	138	452	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	49	170	170	32	14	37	427	17	138	452	59
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	13	45	45	8	4	10	113	4	37	120	16
Total Analysis Volume [veh/h]	16	52	180	180	34	15	39	452	18	146	478	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	35	0	19	39	0	11	25	0	11	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	14	0	0	11	0
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	C	L	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	13	13	11	21	4	41	41	9	46	46
g / C, Green / Cycle	0.03	0.14	0.14	0.12	0.24	0.05	0.46	0.46	0.10	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.01	0.03	0.11	0.10	0.03	0.02	0.13	0.13	0.08	0.15	0.15
s, saturation flow rate [veh/h]	1774	1863	1583	1774	1767	1774	1863	1838	1774	1863	1789
c, Capacity [veh/h]	48	260	221	218	416	88	849	838	185	951	913
d1, Uniform Delay [s]	43.07	34.33	37.65	38.61	27.11	41.64	15.28	15.29	39.44	12.68	12.69
k, delay calibration	0.11	0.11	0.11	0.14	0.11	0.11	0.50	0.50	0.11	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.99	0.37	7.09	9.62	0.12	3.46	0.81	0.83	7.39	0.77	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

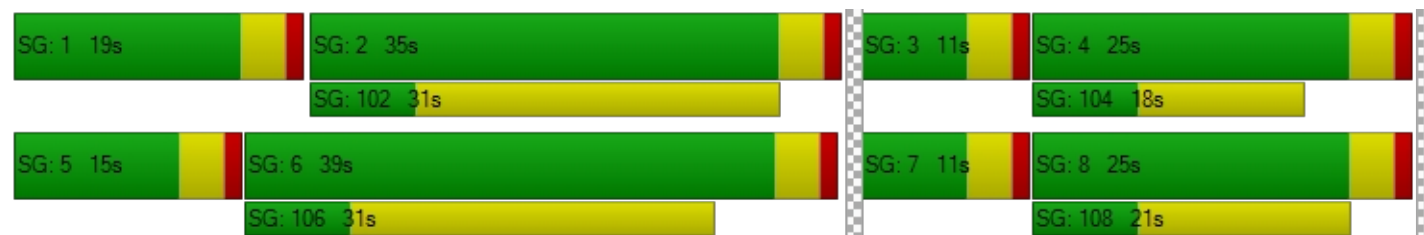
X, volume / capacity	0.33	0.20	0.81	0.83	0.12	0.44	0.28	0.28	0.79	0.29	0.29
d, Delay for Lane Group [s/veh]	47.06	34.70	44.74	48.22	27.23	45.10	16.10	16.12	46.83	13.45	13.49
Lane Group LOS	D	C	D	D	C	D	B	B	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh]	0.40	1.03	4.23	4.40	0.83	0.92	3.09	3.06	3.49	3.21	3.11
50th-Percentile Queue Length [ft]	10.00	25.63	105.63	110.12	20.85	22.96	77.13	76.43	87.22	80.33	77.66
95th-Percentile Queue Length [veh]	0.72	1.85	7.60	7.85	1.50	1.65	5.55	5.50	6.28	5.78	5.59
95th-Percentile Queue Length [ft]	18.00	46.13	189.90	196.17	37.52	41.34	138.84	137.58	157.00	144.59	139.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.06	34.70	44.74	48.22	27.23	27.23	45.10	16.11	16.12	46.83	13.47	13.49
Movement LOS	D	C	D	D	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	42.79			43.73			18.33			20.57		
Approach LOS	D			D			B			C		
d_I, Intersection Delay [s/veh]	26.36											
Intersection LOS	C											
Intersection V/C	0.516											

Sequence

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



Intersection Level Of Service Report
Intersection 18: I-15 SB Ramps at Bundy Canyon Road

Control Type:	Signalized	Delay (sec / veh):	19.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.584

Intersection Setup

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	I-15 SB Ramps			I-15 SB Ramps			Bundy Canyon Road			Bundy Canyon Road		
Base Volume Input [veh/h]	0	0	0	202	3	152	0	392	380	243	531	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	202	3	152	0	392	380	243	531	0
Peak Hour Factor	1.0000	1.0000	1.0000	0.9690	0.9690	0.9690	1.0000	0.9690	0.9690	0.9690	0.9690	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	52	1	39	0	101	98	63	137	0
Total Analysis Volume [veh/h]	0	0	0	208	3	157	0	405	392	251	548	0
Presence of On-Street Parking				No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	7	0	0	7	0	7	7	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	32	0	0	15	0	43	58	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	4	0	0	7	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					No			No		No	No	
Maximum Recall					No			No		No	No	
Pedestrian Recall					No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group		L	C	C	C	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		13	13	50	50	15	69
g / C, Green / Cycle		0.15	0.15	0.56	0.56	0.17	0.77
(v / s)_i Volume / Saturation Flow Rate		0.12	0.10	0.11	0.25	0.14	0.11
s, saturation flow rate [veh/h]		1774	1588	3547	1583	1774	5074
c, Capacity [veh/h]		258	231	1968	879	295	3886
d1, Uniform Delay [s]		37.25	36.57	10.07	11.85	36.45	2.77
k, delay calibration		0.11	0.11	0.50	0.50	0.11	0.50
l, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		5.89	3.71	0.24	1.64	6.81	0.08
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

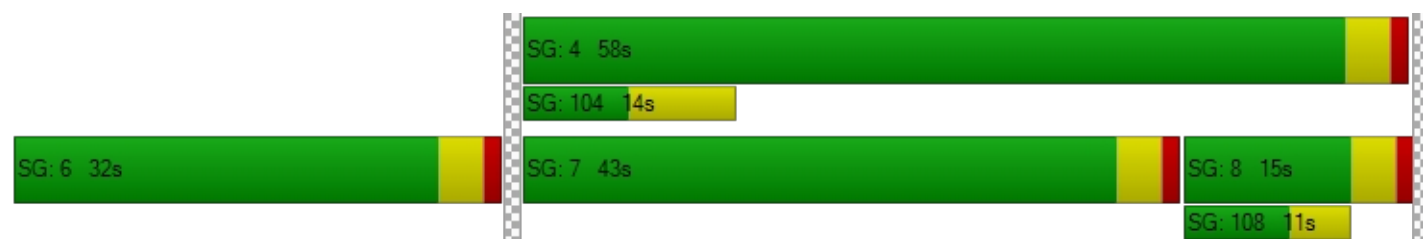
X, volume / capacity		0.81	0.69	0.21	0.45	0.85	0.14
d, Delay for Lane Group [s/veh]		43.14	40.27	10.30	13.49	43.25	2.85
Lane Group LOS		D	D	B	B	D	A
Critical Lane Group		Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh]		4.78	3.53	1.95	4.69	5.81	0.64
50th-Percentile Queue Length [ft]		119.48	88.20	48.67	117.23	145.28	15.88
95th-Percentile Queue Length [veh]		8.36	6.35	3.50	8.24	9.76	1.14
95th-Percentile Queue Length [ft]		209.11	158.76	87.61	206.02	244.12	28.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	43.14	40.27	40.27	0.00	10.30	13.49	43.25	2.85	0.00
Movement LOS				D	D	D		B	B	D	A	
d_A, Approach Delay [s/veh]	0.00			41.89			11.87			15.54		
Approach LOS	A			D			B			B		
d_I, Intersection Delay [s/veh]	18.99											
Intersection LOS	B											
Intersection V/C	0.584											

Sequence

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



Intersection Level Of Service Report

Intersection 22: Stoneman Street at Grand Avenue

Control Type:	Two-way stop	Delay (sec / veh):	27.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.153

Intersection Setup

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Stoneman Street			Stoneman Street			Grand Avenue			Grand Avenue		
Base Volume Input [veh/h]	5	2	1	27	3	29	16	429	5	2	516	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	1	27	3	29	16	429	5	2	516	42
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	7	1	8	4	116	1	1	139	11
Total Analysis Volume [veh/h]	5	2	1	29	3	31	17	463	5	2	557	45
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	No		
Number of Storage Spaces in Median	2	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.15	0.01	0.06	0.02	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.44	14.79	11.24	27.75	25.74	15.77	8.76	0.00	0.00	8.30	0.00	0.00
Movement LOS	C	B	B	D	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.06	0.06	0.06	0.85	0.85	0.85	0.05	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft]	1.62	1.62	1.62	21.37	21.37	21.37	1.33	0.00	0.00	0.14	0.00	0.00
d_A, Approach Delay [s/veh]	14.75			21.76			0.31			0.03		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	1.43											
Intersection LOS	D											