

Year 2035 Driveway Level of Service Analysis

Year 2035 Plus Proposed Project

Project Title: West Alton
Intersection: A - Conceptual Primary Access A & Irvine Boulevard
Description: 2035 Plus Project

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	Lost Time (% of cycle) :	5
ITS:	0 %	V/C Round Off (decs.) :	2
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	40	1,700	0.020	N-S(1): 0.080 *
	TH	0.00	0	0	0.000	N-S(2): 0.020
	LT	1.00	140	1,700	0.080 *	E-W(1): 0.490 *
Westbound	RT	1.00	20	1,700	0.010	E-W(2): 0.380
	TH	3.00	1,870	5,100	0.370	V/C: 0.570
	LT	0.00	0	0	0.000 *	Lost Time: 0.050
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.620
	TH	3.00	2,520	5,100	0.490 *	
	LT	1.00	20	1,700	0.010	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,700	0.010	N-S(1): 0.040 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	1.00	70	1,700	0.040 *	E-W(1): 0.380
Westbound	RT	1.00	50	1,700	0.030	E-W(2): 0.480 *
	TH	3.00	2,240	5,100	0.440 *	V/C: 0.520
	LT	0.00	0	0	0.000	Lost Time: 0.050
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.570
	TH	3.00	1,950	5,100	0.380	
	LT	1.00	60	1,700	0.040 *	LOS: A

* - Denotes critical movement

Project Title: West Alton
Intersection: B - Conceptual Primary Access B & Irvine Boulevard
Description: 2035 Plus Project

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	Lost Time (% of cycle) :	5
ITS:	0 %	V/C Round Off (decs.) :	2
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	30	1,700	0.020	N-S(1): 0.040 * N-S(2): 0.020 E-W(1): 0.540 * E-W(2): 0.370
	TH	0.00	0	0	0.000	
	LT	1.00	60	1,700	0.040 *	
Westbound	RT	1.00	20	1,700	0.010	V/C: 0.580 Lost Time: 0.050 ITS: 0.000
	TH	3.00	1,860	5,100	0.360	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.630
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	3.00	2,760	5,100	0.540 *	
	LT	1.00	10	1,700	0.010	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,700	0.010	N-S(1): 0.020 * N-S(2): 0.010 E-W(1): 0.410 E-W(2): 0.490 *
	TH	0.00	0	0	0.000	
	LT	1.00	30	1,700	0.020 *	
Westbound	RT	1.00	50	1,700	0.030	V/C: 0.510 Lost Time: 0.050 ITS: 0.000
	TH	3.00	2,390	5,100	0.470 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.560
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	3.00	2,070	5,100	0.410	
	LT	1.00	30	1,700	0.020 *	

* - Denotes critical movement

Year 2035 Plus Alternative 1

Project Title: West Alton
Intersection: A - Conceptual Primary Access A & Irvine Boulevard
Description: 2035 Plus Alternative 1

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	Lost Time (% of cycle) :	5
ITS:	0 %	V/C Round Off (decs.) :	2
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,700	0.010	N-S(1): 0.020 * N-S(2): 0.010 E-W(1): 0.500 * E-W(2): 0.380
	TH	0.00	0	0	0.000	
	LT	1.00	40	1,700	0.020 *	
Westbound	RT	1.00	10	1,700	0.010	V/C: 0.520 Lost Time: 0.050 ITS: 0.000
	TH	3.00	1,870	5,100	0.370	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.570
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	3.00	2,540	5,100	0.500 *	
	LT	1.00	10	1,700	0.010	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,700	0.010 *	N-S(1): 0.010 * N-S(2): 0.010 * E-W(1): 0.380 E-W(2): 0.450 *
	TH	0.00	0	0	0.000	
	LT	1.00	20	1,700	0.010 *	
Westbound	RT	1.00	20	1,700	0.010	V/C: 0.460 Lost Time: 0.050 ITS: 0.000
	TH	3.00	2,250	5,100	0.440 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.510
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	3.00	1,960	5,100	0.380	
	LT	1.00	20	1,700	0.010 *	

* - Denotes critical movement

Project Title: West Alton
Intersection: B - Conceptual Primary Access B & Irvine Boulevard
Description: 2035 Plus Alternative 1

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	Lost Time (% of cycle) :	5
ITS:	0 %	V/C Round Off (decs.) :	2
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	20	1,700	0.010	N-S(1): 0.020 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	1.00	30	1,700	0.020 *	E-W(1): 0.530 *
Westbound	RT	1.00	10	1,700	0.010	E-W(2): 0.380
	TH	3.00	1,880	5,100	0.370	V/C: 0.550
	LT	0.00	0	0	0.000 *	Lost Time: 0.050
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.600
	TH	3.00	2,700	5,100	0.530 *	
	LT	1.00	10	1,700	0.010	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,700	0.010 *	N-S(1): 0.010 *
	TH	0.00	0	0	0.000	N-S(2): 0.010 *
	LT	1.00	20	1,700	0.010 *	E-W(1): 0.410
Westbound	RT	1.00	20	1,700	0.010	E-W(2): 0.470 *
	TH	3.00	2,350	5,100	0.460 *	V/C: 0.480
	LT	0.00	0	0	0.000	Lost Time: 0.050
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.530
	TH	3.00	2,070	5,100	0.410	
	LT	1.00	10	1,700	0.010 *	LOS: A

* - Denotes critical movement

Year 2035 Plus Alternative 2

Project Title: West Alton
Intersection: A - Conceptual Primary Access A & Irvine Boulevard
Description: 2035 Plus Alternative 2

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	Lost Time (% of cycle) :	5
ITS:	0 %	V/C Round Off (decs.) :	2
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	40	1,700	0.020	N-S(1): 0.080 *
	TH	0.00	0	0	0.000	N-S(2): 0.020
	LT	1.00	140	1,700	0.080 *	E-W(1): 0.500 *
Westbound	RT	1.00	20	1,700	0.010	E-W(2): 0.370
	TH	3.00	1,860	5,100	0.360	V/C: 0.580
	LT	0.00	0	0	0.000 *	Lost Time: 0.050
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.630
	TH	3.00	2,530	5,100	0.500 *	
	LT	1.00	20	1,700	0.010	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,700	0.010	N-S(1): 0.040 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	1.00	70	1,700	0.040 *	E-W(1): 0.380
Westbound	RT	1.00	50	1,700	0.030	E-W(2): 0.490 *
	TH	3.00	2,300	5,100	0.450 *	V/C: 0.530
	LT	0.00	0	0	0.000	Lost Time: 0.050
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.580
	TH	3.00	1,940	5,100	0.380	
	LT	1.00	60	1,700	0.040 *	LOS: A

* - Denotes critical movement

Project Title: West Alton
Intersection: B - Conceptual Primary Access B & Irvine Boulevard
Description: 2035 Plus Alternative 2

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	Lost Time (% of cycle) :	5
ITS:	0 %	V/C Round Off (decs.) :	2
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	20	1,700	0.010	N-S(1): 0.020 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	1.00	30	1,700	0.020 *	E-W(1): 0.540 *
Westbound	RT	1.00	90	1,700	0.050	E-W(2): 0.400
	TH	3.00	1,860	5,100	0.360	V/C: 0.560
	LT	0.00	0	0	0.000 *	Lost Time: 0.050
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.610
	TH	3.00	2,740	5,100	0.540 *	
	LT	1.00	60	1,700	0.040	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	40	1,700	0.020	N-S(1): 0.050 *
	TH	0.00	0	0	0.000	N-S(2): 0.020
	LT	1.00	90	1,700	0.050 *	E-W(1): 0.400
Westbound	RT	1.00	50	1,700	0.030	E-W(2): 0.480 *
	TH	3.00	2,370	5,100	0.460 *	V/C: 0.530
	LT	0.00	0	0	0.000	Lost Time: 0.050
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.580
	TH	3.00	2,060	5,100	0.400	
	LT	1.00	30	1,700	0.020 *	LOS: A

* - Denotes critical movement

Year 2035 Plus Alternative 3

Project Title: West Alton
Intersection: A - Conceptual Primary Access A & Irvine Boulevard
Description: 2035 Plus Alternative 3

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	Lost Time (% of cycle) :	5
ITS:	0 %	V/C Round Off (decs.) :	2
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,700	0.010	N-S(1): 0.040 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	1.00	60	1,700	0.040 *	E-W(1): 0.490 *
Westbound	RT	1.00	10	1,700	0.010	E-W(2): 0.380
	TH	3.00	1,890	5,100	0.370	V/C: 0.530
	LT	0.00	0	0	0.000 *	Lost Time: 0.050
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.580
	TH	3.00	2,520	5,100	0.490 *	
	LT	1.00	20	1,700	0.010	LOS: A

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,700	0.010	N-S(1): 0.030 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	1.00	50	1,700	0.030 *	E-W(1): 0.380
Westbound	RT	1.00	30	1,700	0.020	E-W(2): 0.460 *
	TH	3.00	2,250	5,100	0.440 *	V/C: 0.490
	LT	0.00	0	0	0.000	Lost Time: 0.050
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.540
	TH	3.00	1,960	5,100	0.380	
	LT	1.00	30	1,700	0.020 *	LOS: A

* - Denotes critical movement

Project Title: West Alton
Intersection: B - Conceptual Primary Access B & Irvine Boulevard
Description: 2035 Plus Alternative 3

Thru Lane:	1700 vph	N-S Split Phase :	N
Left Lane:	1700 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	Lost Time (% of cycle) :	5
ITS:	0 %	V/C Round Off (decs.) :	2
OLA Movements :			
FF Movements:			

Date/Time: AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	30	1,700	0.020	N-S(1): 0.040 * N-S(2): 0.020 E-W(1): 0.530 * E-W(2): 0.380
	TH	0.00	0	0	0.000	
	LT	1.00	60	1,700	0.040 *	
Westbound	RT	1.00	20	1,700	0.010	V/C: 0.570 Lost Time: 0.050 ITS: 0.000
	TH	3.00	1,880	5,100	0.370	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.620
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	3.00	2,700	5,100	0.530 *	
	LT	1.00	10	1,700	0.010	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,700	0.010	N-S(1): 0.020 * N-S(2): 0.010 E-W(1): 0.410 E-W(2): 0.480 *
	TH	0.00	0	0	0.000	
	LT	1.00	30	1,700	0.020 *	
Westbound	RT	1.00	50	1,700	0.030	V/C: 0.500 Lost Time: 0.050 ITS: 0.000
	TH	3.00	2,350	5,100	0.460 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.550
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	3.00	2,070	5,100	0.410	
	LT	1.00	30	1,700	0.020 *	

* - Denotes critical movement