



Appendix H. Response to Comments Exhibits – City of Signal Hill

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Technical Advisory Committee – Public Works Department Project Requirements

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CITY OF LONG BEACH

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TECHNICAL ADVISORY COMMITTEE PROJECT REVIEW REQUIREMENTS BY DEPARTMENT OF PUBLIC WORKS

Date: May 20, 2020

To: Scott Kinsey, Planner

In Lieu of TAC Date: October 25, 2019

From: Pablo Leon, Capital Projects Coordinator II, Public Works Project Management

Subject: 2851 ORANGE AVENUE – Case No. 1802-22

The Department of Public Works submits the following requirements for the proposed development at 2851 Orange Avenue. For additional information regarding off-site improvements, contact the Plan Check Coordinator, Jorge Magaña, at (562) 570-6678.

Attached is a copy of the Graphic Guidelines for Temporary Fencing, for more information on the construction area fencing with custom printed screen(s), referenced below in the project General Requirements.

GENERAL REQUIREMENTS

- a. Prior to the start of ANY demolition, excavation, or construction, the Developer shall,
 - i. Submit a construction plan for pedestrian protection, construction staging, scaffolding and excavations, and
 - ii. Submit a traffic control plan with street lane closures and routing of construction vehicles (excavation hauling, concrete and other deliveries, etc.) prepared by a registered Civil or Traffic Engineer in the State of California, with wet seal and signature, and
 - iii. Submit a plan for construction area and/or site perimeter fencing with custom printed screen(s),
 - iv. All for review and approval by the Department of Public Works and installed in accordance with the latest version of the Public Works Development Guideline.

Work, including hauling soils or other debris, is not allowed within the right-of-way without a valid Public Works permit. The Developer shall comply with all requirements outlined within the latest version of the Public Works Development Guideline and all referenced standards at the time of application submittal.

- b. All refuse and recycling receptacles shall be subject to the standards and requirement of Long Beach Municipal Code Chapter 8.60, including number of receptacles, receptacle specifications and placement for collection.
- c. Portions of the proposed street improvements are located adjacent to the boundary line between the City of Long Beach and the City of Signal Hill. The Developer shall coordinate review and

approval with the City of Signal Hill prior to any building permit, to the satisfaction of the Director of Public Works.

PUBLIC RIGHT-OF-WAY

- d. The Developer shall dedicate and improve 20 feet for street purposes along Orange Avenue adjacent to the project site. The Developer shall realign the existing streetscape and relocate all existing facilities to accommodate the required street widening, at project expense, and to the satisfaction of the Director of Public Works.
- e. The Developer's site plan proposes construction within the vicinity of existing easements, overhead/underground utility lines, franchise pipelines and gas lines. The Developer shall be responsible for resolving all matters of easement and utility line encroachment to the satisfaction of the interested utility agency, City Department, and the Director of Public Works.
- f. The Developer shall construct all off-site improvements needed to provide full ADA accessibility compliance within the adjacent public right-of-way, to the satisfaction of the Director of Public Works. If a dedication of additional right-of-way is necessary to satisfy ADA requirements, as determined during the plan check process, the right-of-way dedication way shall be provided.

OFF-SITE IMPROVEMENTS

- g. The Developer shall improve Orange Avenue adjacent to the project site, demolishing and reconstructing the sidewalk pavement, curb, curb gutter, and bus pad to include an 8-foot-wide sidewalk (5-foot-wide sidewalk and 3-foot-wide parkway area), 6-foot-wide bike lane, and a 6-foot-wide median within the 20-foot dedication area. Immediately south of the intersection with Spring Street, the improvements will include a 5-foot sidewalk, a 7-foot-wide bike lane, and an 8-foot-wide median to accommodate a bus stop. Sidewalk improvements shall be constructed with Portland cement concrete. The Developer shall provide for, or relocate, all street fixtures and public utilities required in connection with the street widening.
- h. Within the parkway area conditioned above, the Developer shall provide for tree wells, new street trees with root barriers and irrigation along Orange Avenue, adjacent to the project site. The Developer and/or successors shall water and maintain all street trees, landscaping and sprinkler systems required in connection with this project. The Developer shall contact the Street Tree Division of the Department of Public Works, at (562) 570-2770, prior to beginning the tree planting, landscaping, and any irrigation system work. The Street Tree Division will assist with the size, type and manner in which the street trees are to be installed. At a minimum, parkway trees shall provide shade coverage, after five years of growth, of 50% of the total area dedicated for public right of way.
- i. The Developer shall remove unused driveways and curb cuts, and replace with full-height curb, curb gutter and sidewalk pavement to the satisfaction of the Director of Public Works. Sidewalk improvements shall be constructed with Portland cement concrete.
- j. The Developer shall demolish the existing sidewalk and curb ramps located at the southwest, northwest and northeast corners of Orange Avenue and East Spring Street adjacent to the project site and construct a new ADA compliant curb ramps to the latest City standards and to the satisfaction of the Director of Public Works.

- k. The Developer shall reconstruct cracked, deteriorated, or uplifted/depressed sections of sidewalk pavement, curb and curb gutter adjacent to the development site along East Spring Street. Sidewalk improvements shall be constructed with Portland cement concrete to the satisfaction of the Director of Public Works. All sidewalk removal limits shall consist of entire panel replacements (from joint line to joint line).
- l. The Developer shall install Custom Printed Flex Mesh screen(s), such as FenceScreen.com Series 311, or equivalent, fence screening along the perimeter of the development site, and provide for the printed graphic, to the satisfaction of the Director of Public Works. The Developer shall consult with Public Works prior to submitting the graphic design for printing.
- m. The Developer shall be responsible for the maintenance, repair and replacement of off-site improvements abutting the project boundary during construction of the on-site improvements, until final inspection of the on-site improvements by the City. All off-site improvements, adjacent to the development site and/or along the truck delivery route, found damaged as a result of construction activities shall be reconstructed or replaced by the Developer, to the satisfaction of the Director of Public Works.
- n. The Developer shall provide for the resetting to grade of manholes, pull boxes, meters, and other existing facilities in conjunction with the required off-site improvements, to the satisfaction of the Director of Public Works.
- o. The Developer shall submit a grading plan with hydrology and hydraulic calculations showing building elevations and drainage pattern and slopes, for review and approval by the Director of Planning and Building Services and the Director of Public Works, prior to the release of any building permit.
- p. All work within the public right-of-way must be performed by a contractor holding a valid State of California Contractor's License and City of Long Beach Business License, sufficient to qualify the contractor to do work. The Contractor shall have on file with the City Engineer a Certificate of General Liability insurance, and endorsement evidencing minimum City of Long Beach limits of required general liability insurance.
- q. Public improvements shall be constructed in accordance with Public Works construction standards, and per plans reviewed and approved by the Department of Public Works. The City's Public Works Engineering Standard Plans are available online at www.longbeach.gov/pw/resources/engineering/standard-plans. Prior to issuance of a building permit, detailed off-site improvement plans shall be prepared by a licensed Civil Engineer, stamped, signed and submitted to Public Works for review and approval.
- r. All conditions of approval, including cover letter signed by the Planning Officer and Case Planner, must be printed verbatim on all plans submitted for plan review to the Department of Public Works.
- s. Prior to approving an engineering plan, all projects greater than 1 acre in size must demonstrate coverage under the State Construction General NPDES Permit. To meet this requirement, the applicant must submit a copy of the letter from the State Water Resource Control Board acknowledging receipt of the Notice of Intent (NOI) and a certification from the developer or engineer that a Storm Water Pollution Prevention Plan (SWPPP) has been prepared. Should you have any questions regarding the State Construction General NPDES Permit or wish to

obtain an application, please call the State Regional Board Office at (213) 576-6600 or visit their website for complete instructions at www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml. Left-click on the Construction General Permit Order 2009-0009-DWQ link.

TRAFFIC AND TRANSPORTATION

- t. For references purposes the attached Exhibit A illustrates the agreed upon Orange Avenue and East Spring Street Intersection Plan amongst the Developer, the City of Signal Hill, and the City of Long Beach. With regards to processing final construction plans for improvements within public rights-of-way, all off-site improvement plans to be submitted for plan review and approval, shall conform generally to the scope of work as illustrated in Exhibit A.
- u. A traffic impact analysis must be prepared for this project, under the supervision and approval of a registered Traffic Engineer in the State of California (Engineer's stamp required) and submitted for review to the City Traffic Engineer prior to issuance of a building permit. In addition, any physical street improvements must include a scaled drawing stamped by a registered Civil Engineer in the State of California. Any conditions generated by the analysis shall be made a part of these conditions.
- v. The Developer's site plan proposes two access points to the development site, one on Orange Avenue and the other on East Spring Street. The Developer shall designate the driveway on East Spring Street as right-in/right out only, which may include but not be limited to improvements to restrict left turns in and left turns out, to the satisfaction of the City Traffic Engineer. Subject to review and approval by the City of Signal Hill, with respect to the access point on Orange Avenue, the Developer's improvements shall include, but may not be limited to, adding one or more northbound left-turn lanes along Orange Avenue and restriping the existing southbound left-turn lane onto East 29th Street.

Note: The Developer shall provide for appropriate traffic striping, object markers, and/or traffic signs to control merging of southbound through traffic on Orange Avenue and mitigate safety concerns near the southeast corner of the development site. A signing and striping plan shall be submitted for review and approval by the City Traffic Engineer.

- w. The Developer shall be responsible to improve and/or install certain traffic signal related equipment to current CA MUTCD and/or City of Long Beach and City of Signal Hill Standards. The traffic signal related equipment shall be within the signalized intersection of Orange Avenue and East Spring Street that is directly impacted by the Developer's project. If not existing, the Traffic Signal related equipment shall include, but may not be limited to the following:
 - i. All 8" Traffic Signal indications shall be updated to 12" LED units.
 - ii. Vehicular detection shall be installed on all approaches to the signalized intersection. This may include presence, mid or advance detection per City direction. Options will include standard Type E loops or video detection.
 - iii. All pedestrian indications shall be upgraded to LED Countdown Modules within all pedestrian crossings.
 - iv. All pedestrian push buttons shall be upgraded to the most current City Standard.
 - v. All signalized intersections will require the installation of Emergency Vehicle Pre-Emption (EVPE) equipment. The equipment and installation must be completed per the most current City Standard.

- vi. Because of the fact that so many City of Long Beach traffic signals operate and share coordinated signal timing plans, the Developer shall install a GPS Module at all traffic signals that are directly impacted by their project. The GPS Modules create accurate time-based communications between nearby traffic signals.
- vii. The Developer may be asked to update the traffic signal controller located in the traffic signal cabinet. At the discretion of the City Traffic Engineer, it may be decided that the existing traffic signal controller does not have the capability to handle the complexities of new traffic patterns that are directly related to the Developer's project. In such cases, the Developer will be asked to install a new traffic signal controller based on the most current City Standard.
- x. The Developer shall upgrade the existing crosswalks at the intersection of Spring Street and Orange Avenue to new continental style crosswalks, using thermoplastic materials, per the latest City standards and to the satisfaction of the City Traffic Engineer.
- y. At the discretion of the City Traffic Engineer, the Developer shall be responsible to implement the most recent Bicycle Master Plan of the City at its frontage blocks, including 8-to-80 bicycle facilities along Orange Avenue and East Spring Street, or contribute a fair share fee to the City for future implementation. Bicycle Master Plan Improvements may include, but not be limited to:
 - i. Addition of protected turn lanes from and onto Orange Avenue at the intersection with East Spring Street;
 - ii. Construction of turn lane protection medians on Orange Avenue at the intersection with East Spring Street;
 - iii. Reconstruction of existing medians on Orange Avenue; and,
 - iv. Provide Bicycle Lane striping and signage to include road markings.

For all the noted Bicycle Lane improvements, Developer shall prepare off-site improvement plans, and striping and signage plans for review and approval by the Director of Public Works.

- z. There is a high volume Long Beach Transit bus stop on Orange Avenue adjacent to the development site. The Developer shall incorporate enhancements to improve the bus stop into this project. Amenities such as a roof overhang for additional shelter and architectural seating for bus patrons should be integrated into the project. Enhanced sidewalk paving should be provided for the bus stop per Long Beach Transit standards. The Developer shall collaborate with Long Beach Transit and the City's Public Works Department to take advantage of this opportunity.
- aa. The Developer shall contact Long Beach Transit prior to the commencement of work to coordinate design and construction issues and to ensure that construction does not interfere with transit bus operations at the existing bus stop on Orange Avenue. Contact Shirley Hsiao, Manager of Service Development Planning, at (562) 591-8753.
- bb. The relocation of the bus stop on Orange Avenue shall be reviewed and approved by Long Beach Transit to ensure that the proposed relocation does not interfere with transit operations. Contact the Manager of Service Development Planning for Long Beach Transit, at (562) 591-8753. All relocation costs are the responsibility of the Developer.
- cc. The size and configuration of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer. Driveways greater than 28 feet require a variance; contact the Traffic & Transportation Bureau at (562) 570-6331 to request additional information regarding driveway construction requirements.

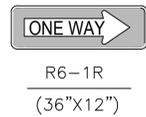
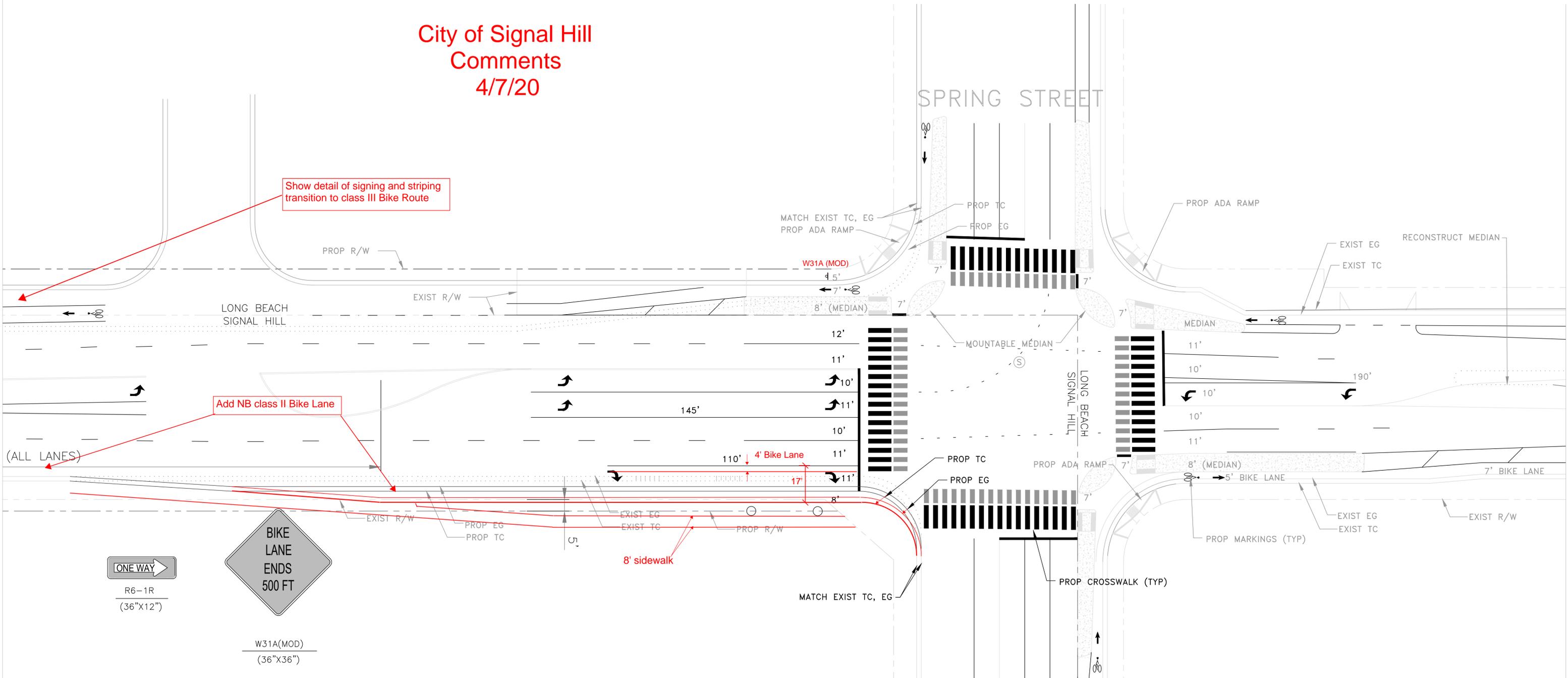
- dd. The Developer shall salvage and reinstall all traffic signs that require temporary removal to accommodate new construction within the public right-of-way. All traffic signs shall be reinstalled to the satisfaction of the City Traffic Engineer.
- ee. The Developer shall replace all traffic signs and mounting poles damaged or misplaced as result of construction activities to the satisfaction of the City Traffic Engineer.
- ff. The Developer shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.
- gg. The Developer shall contact the Traffic & Transportation Bureau, at (562) 570-6331, to modify any existing curb marking zones adjacent to the project site.
- hh. All traffic control device installations, including pavement markings within the private parking lot, shall be installed in accordance with the provisions of the Manual on Uniform Traffic Control Devices (MUTCD), 2012 or current edition (i.e. white parking stalls, stop signs, entry treatment signage, handicapped signage, etc.).

BP:JM:CC:pl

Refined Conceptual Street Cross Section

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City of Signal Hill
Comments
4/7/20



W31A(MOD)
(36"X36")

LEGEND

- TC TOP OF CURB
- BW BACK OF WALK
- EG EDGE OF GUTTER
- EXIST EXISTING
- PROP PROPOSED
- R/W RIGHT-OF-WAY
- Ⓢ SIGNAL MODIFICATION
- TYP TYPICAL



SCALE
1"=20'

ORANGE AVENUE WIDENING CONCEPT WILLOW STREET TO SPRING STREET			REVISIONS			NO. R- XXXX
			No.	DATE	SHEET	JOB NO.
						SHEET
						4 of 5
FIELD BOOK X-XXXX			PAGE XX			DRAWING NO. X-XXXX
			AS-BUILT:			

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City of Signal Hill Correspondence

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From: [Lauren Coombs](#)
To: [Scott Kinsey](#)
Cc: [Kevin Laney](#); [Cameron Hildreth](#)
Subject: FW: Orange-Spring Roadway Alignment
Date: Friday, April 17, 2020 10:50:55 AM
Attachments: [image001.png](#)
[image002.png](#)
[Orange at Spring - 2 Lefts_MARCH2020 - City Comments.pdf](#)

-EXTERNAL-

Hi Scott,

Per our conversation today. Great news and progress! Just spoke to Rich @ LLG and he will turn around the response with high priority, date TBD, but we'll focus on it.

Best,
Lauren



Lauren Coombs | Real Estate Development Manager
Address : 2633 Cherry Ave. Signal Hill, CA 90755
Tel : 562.595.6440 ext. 9238 Fax : 562.489.9238
Mobile : 562.212.2879
Email : lcoombs@shpi.net
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From: Steve Badum <sbadum@ardurra.com>
Sent: Thursday, April 16, 2020 3:43 PM
To: Paul Van Dyk <Paul.VanDyk@longbeach.gov>
Cc: Carl Hickman <Carl.Hickman@longbeach.gov>; Kevin Laney <KLaney@SHPI.net>; Kelli Tunncliff <KTunncliff@cityofsignalhill.org>; William G Zimmerman <wgzimmerman@wgze.com>
Subject: Orange-Spring Roadway Alignment

Hi Paul,

Attached are our comments regarding the latest proposal for the street configuration within City of Signal Hill R/W. We wish to widen the NB Orange right turn to 17' to accommodate a bike lane. The sidewalk can be routed on the other side of the SCE steel poles. We've discussed with SHPI and they support this change. **With these changes, the City is ready to support the proposed plan.**

Thanks for your help in working through this design.

Regards, Steve

Ardurra



Stephen G. Badum, PE

Contract City Engineering Services
City of Signal Hill

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Level of Service Worksheets

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LEVEL OF SERVICE WORKSHEETS

3975 - Spring Street Industrial, LB

Vistro File: N:\...\3975 ICU.vistro

Scenario 11 AM Year 2038 Plus Project

Report File: N:\...\AM 2038+P.pdf

5/15/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
17	Orange Avenue at Project Driveway 2	Two-way stop	HCM 6th Edition	EB Left	0.047	17.6	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 17: Orange Avenue at Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

Name	Orange Ave		Orange Ave		Project Dwy 2	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Orange Ave		Orange Ave		Project Dwy 2	
Base Volume Input [veh/h]	27	806	895	63	14	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	806	895	63	14	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	202	224	16	4	2
Total Analysis Volume [veh/h]	27	806	895	63	14	6
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	0.05	0.01
d_M, Delay for Movement [s/veh]	10.24	0.00	0.00	0.00	17.61	12.39
Movement LOS	B	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.12	0.00	0.00	0.00	0.18	0.18
95th-Percentile Queue Length [ft/ln]	2.95	0.00	0.00	0.00	4.58	4.58
d_A, Approach Delay [s/veh]	0.33		0.00		16.04	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	C					

3975 - Spring Street Industrial, LB

Vistro File: N:\...\3975 ICU.vistro

Scenario 12 PM Year 2038 Plus Project

Report File: N:\...\PM 2038+P.pdf

5/15/2020

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
17	Orange Avenue at Project Driveway 2	Two-way stop	HCM 6th Edition	EB Left	0.150	18.5	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 17: Orange Avenue at Project Driveway 2

Control Type:	Two-way stop	Delay (sec / veh):	18.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.150

Intersection Setup

Name	Orange Ave		Orange Ave		Project Dwy 2	
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 Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Orange Ave		Orange Ave		Project Dwy 2	
Base Volume Input [veh/h]	12	871	859	27	48	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	871	859	27	48	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	218	215	7	12	5
Total Analysis Volume [veh/h]	12	871	859	27	48	19
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	0.02	0.01	0.01	0.00	0.15	0.03
d_M, Delay for Movement [s/veh]	9.81	0.00	0.00	0.00	18.48	13.62
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.66	0.66
95th-Percentile Queue Length [ft/ln]	1.20	0.00	0.00	0.00	16.61	16.61
d_A, Approach Delay [s/veh]	0.13		0.00		17.10	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.69					
Intersection LOS	C					

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